Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Build the South Mountain Freeway!!
Date: Tuesday, July 16, 2013 10:08:46 AM
Attachments: image001.png

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov
ADOT Communications

From: azrjm@yahoo.com [mailto:azrjm@yahoo.com]
Sent: Monday, July 15, 2013 4:18 PM
To: Projects
Subject: Build the South Mountain Freeway!!

1 Build the South Mountain Freeway!!

It was planned in the 80's and EVERY buyer of a new home near the route was given disclosure about the freeway.

It will greatly reduce traffic through central Phoenix, BUILD IT!!!

Thank you,
Kim H

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/16/13 INCOMING CALL TIME: 5:15 PM CALLER: TED HAAS CALLER ADDRESS: 11417 W. SAGE COURT, AVONDALE, AZ 85392 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** Of course I'm in favor of it. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	Document Created: 5/18/2013 12:59:00 AM by Web Comment Form Dear ADOT, Please reference the attached document. (I sent e-mail with attachments to 'projects@azdot.gov') 1 2 My name is Christopher Hadden and a 20 year resident of Ahwatukee. I know this highway plan has been in the works for many years and question if the plans set forth 10+ years ago are going to meet the growing and future needs of the valley to include the Gila River Indian Community, Queen Creek, Sun Lakes and Maricopa communities for future development. The attached document has several alternatives outlined in it that I feel would better serve the above mentioned communities and not just be limited to or impact Ahwatukee. 3 Some of the alternatives proposed would potentially reduce the number of homes and/or business from having to be demolished however would require building a tunnel through South Mountain. From the looks for the existing proposals in the Loop 202 South Mountain Freeway study, there appears to be a tunnel or two already proposed cutting through the western edge of South Mountain Park on the existing proposals. In the Proposal 1, I am suggesting moving this to approximately 23rd Avenue. The tunnel would be approximately 3.0 – 3.5 miles long and go completely under South Mountain Park which I believe would reduce the impact to the park. I have proposed connecting the freeway to I17, but to be honest, once the tunnel exits South Mountain at 23rd Avenue, there are many possible connections to I10 or I17 that could be proposed. These proposal were largely based on the existing study. In Proposal 2, I reworked the routing to be much cleaner connecting both the 101 and I17 to the South Mountain Loop 202 via a tunnel through South Mountain approximately located at 23rd Avenue. This proposal gives an option to connect directly to Pecos with minimizing any impact to houses, business and schools. It also allows a connection to or continuation to Riggs Road which then will tie in Maricopa, Sun City and Queen Creak communities connecting back to the 101 at Price Road. I believe this proposal would be the best taking into account future growth; however since it crosses the Gila River Indian Community that

Code	Issue	Response
1	**Alternatives**	The alternatives development and screening process included alternatives similar to those proposed by the commenter (see Figure 3-5 on page 3-7 of the Final Environmental Impact Statement). The Riggs Road and Queen Creek Alternatives are similar to the Riggs Road Alternative considered in the Draft Environmental Impact Statement. The Riggs Road Alternative would not complete the loop system, thereby causing substantial out of direction travel for motorists. Additionally, the alternatives would be partially located within Gila River Indian Community land, and the Gila River Indian Community has not given permission to study alternatives on its land. Any alternative on Gila River Indian Community land must consider tribal sovereignty. Tribal sovereignty is based in the inherent authority of Native American tribes to govern themselves. While this notion of sovereignty is manifested in many areas, generally Native American land is held in trust by the United States. Native American communities have the authority to regulate land uses and activities on their lands. States have very limited authority over activities within tribal land (see page 2-1 of the Final Environmental Impact Statement). From a practical standpoint, this means that the Arizona Department of Transportation and Federal Highway Administration do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or condemn tribal land for public benefit through an eminent domain process. Information related to the evaluation and reasons for eliminating the alternative from further study are provided on page 3-9 of the Final Environmental Impact Statement. The alternatives that include a tunnel through South Mountain would result in similar benefits and impacts as the Central Avenue Extension Tunnel. The reasons for eliminating the proposed 23rd Avenue Tunnel would be similar to those provided for the Central Avenue Extension Tunnel on page 3-12 of the Final Environmental Impact Statement.
2	**Alternatives, E1 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Alternatives**	The text boxes on pages 3-16 and 3-17 of the Draft Environmental Impact Statement discuss the additional factors that weighed as strong negatives for tunnel options: impacts, engineering factors, maintenance costs and issues, security, constructibility, and construction costs.

Code	Comment Document
	would need to be addressed.
4	I may not fully understand or have an appreciation for the limits on where the highway can be built on the Gila River Indian Community. However, the most recent news has shown support for the freeway from the Indian community. And, we have seen many highways constructed through Indian communities that have made positive impacts to those areas to include and not limited to the Loop 101 and Beeline Highway 87.
	Let me know if there are any questions about these alternatives or if these options have been previously ruled out. I would be open to meeting and discussing this proposals further.
	Best Regards,
	Christopher Hadden
	480-706-6438 HM

Code	Issue	Response
4	**Alternatives, Gila River Indian Community Alignment**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Loop 202 South Mountain Freeway Feedback
Date: Monday, May 20, 2013 8:33:22 AM
Attachments: Loop 202 Alternatives.ppt

From: Christopher Hadden [mailto:christopher.hadden@cox.net]
Sent: Friday, May 17, 2013 10:52 PM
To: Projects
Subject: Loop 202 South Mountain Freeway Feedback

Dear ADOT,

Please reference the attached document.

1 2 My name is Christopher Hadden and a 20 year resident of Ahwatukee. I know this highway plan has been in the works for many years and question if the plans set forth 10+ years ago are going to meet the growing and future needs of the valley to include the Gila River Indian Community, Queen Creek, Sun Lakes and Maricopa communities for future development. The attached document has several alternatives outlined in it that I feel would better serve the above mentioned communities and not just be limited to or impact Ahwatukee.

Some of the alternatives proposed would potentially reduce the number of homes and/or business from having to be demolished however would require building a tunnel through South Mountain. From the looks for the existing proposals in the Loop 202 South Mountain Freeway study, there appears to be a tunnel or two already proposed cutting through the western edge of South Mountain Park on the existing proposals.

3 In the Proposal 1, I am suggesting moving this to approximately 23rd Avenue. The tunnel would be approximately 3.0 – 3.5 miles long and go completely under South Mountain Park which I believe would reduce the impact to the park. I have proposed connecting the freeway to I17, but to be honest, once the tunnel exits South Mountain at 23rd Avenue, there are many possible connections to I10 or I17 that could be proposed. These proposal were largely based on the existing study.

In Proposal 2, I reworked the routing to be much cleaner connecting both the 101 and I17 to the South Mountain Loop 202 via a tunnel through South Mountain approximately located at 23rd Avenue. This proposal gives an option to connect directly to Pecos with minimizing any impact to houses, business and schools. It also allows a connection to or continuation to Riggs Road which then will tie in Maricopa, Sun City and Queen Creak communities connecting back to the 101 at Price Road. I believe this proposal would be the best taking into account future growth; however since it crosses the Gila River Indian Community that would need to be addressed.

4 I may not fully understand or have an appreciation for the limits on where the highway can be built on the Gila River Indian Community. However, the most recent news has shown support for the freeway from the Indian community. And, we have seen many highways constructed through Indian communities that have made positive impacts to those areas to include and not limited to the Loop 101 and Beeline Highway 87.

Let me know if there are any questions about these alternatives or if these options have been previously ruled out. I would be open to meeting and discussing this proposals further.

Best Regards,

Code	Issue	Response
1	**Alternatives**	The alternatives development and screening process included alternatives similar to those proposed by the commenter (see Figure 3-5 on page 3-7 of the Final Environmental Impact Statement). The Riggs Road and Queen Creek Alternatives are similar to the Riggs Road Alternative considered in the Draft Environmental Impact Statement. The Riggs Road Alternative would not complete the loop system, thereby causing substantial out of direction travel for motorists. Additionally, the alternatives would be partially located within Gila River Indian Community land, and the Gila River Indian Community has not given permission to study alternatives on its land. Any alternative on Gila River Indian Community land must consider tribal sovereignty. Tribal sovereignty is based in the inherent authority of Native American tribes to govern themselves. While this notion of sovereignty is manifested in many areas, generally Native American land is held in trust by the United States. Native American communities have the authority to regulate land uses and activities on their lands. States have very limited authority over activities within tribal land (see page 2-1 of the Final Environmental Impact Statement). From a practical standpoint, this means that the Arizona Department of Transportation and Federal Highway Administration do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or condemn tribal land for public benefit through an eminent domain process. Information related to the evaluation and reasons for eliminating the alternative from further study are provided on page 3-9 of the Final Environmental Impact Statement. The alternatives that include a tunnel through South Mountain would result in similar benefits and impacts as the Central Avenue Extension Tunnel. The reasons for eliminating the proposed 23rd Avenue Tunnel would be similar to those provided for the Central Avenue Extension Tunnel on page 3-12 of the Final Environmental Impact Statement.
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4	**Alternatives, Gila River Indian Community Alignment**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

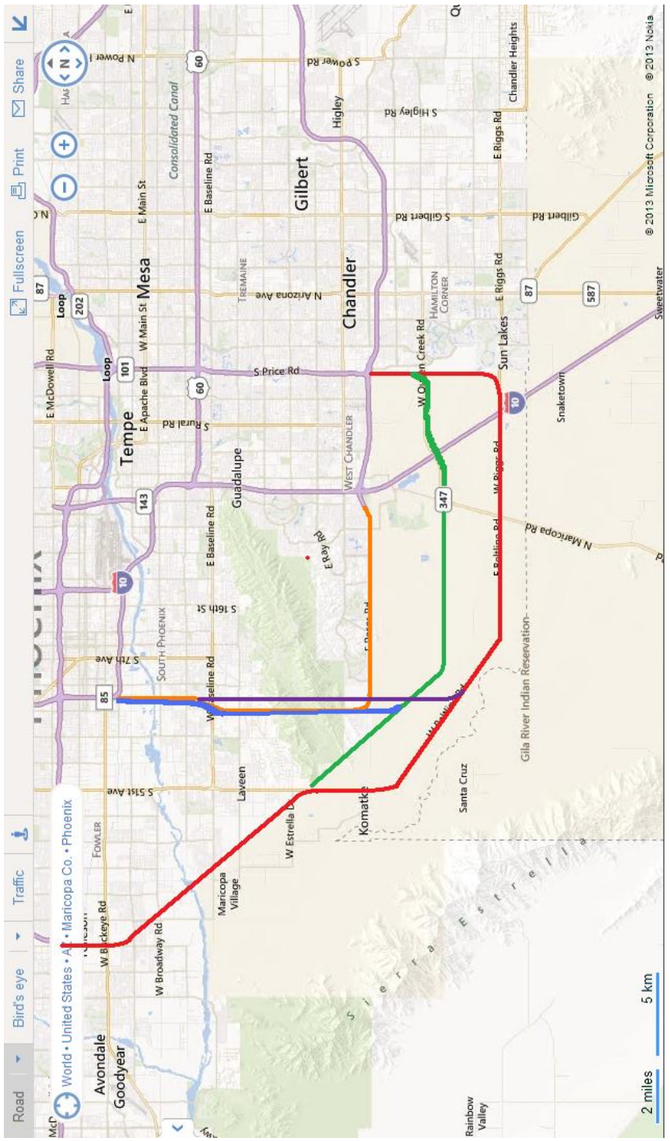
Code	Comment Document
	Christopher Hadden 480-706-6438 HM Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments. .

Code	Issue	Response

Code	Comment Document

Proposal 1

- Riggs Road Alternative
- Queen Creek Alternative
- Pecos Alternative Tunnel through South Mountain to I17
- Queen Creek Alternative Tunnel through South Mountain to I17
- Riggs Road Alternative with Pecos Connection plus Tunnel through South Mountain to I17



Code	Issue	Response

Code | Comment Document

Proposal 2

- Riggs Road Alternative Tunnel through South Mountain and connect to I17 and Loop 101
- This option also permits for Pecos to connect as an alternate.

Code | Issue | Response

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 7/24/13 INCOMING CALL TIME: 11:44 AM CALLER: NOAH HAGEN CALLER ADDRESS: 27TH AVENUE AND BETHANY HOME [UNCLEAR] PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** Yes I guess I can leave [unclear] support the economy. [Unclear]

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 6/15/13 INCOMING CALL TIME: 12:47 PM CALLER: NATALIE HAGER CALLER ADDRESS: 12969 W. ROY ROGERS ROAD, NO. PEORIA, ARIZONA PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I'm definitely in support off the South Mountain freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

LOOP 202
South Mountain
Freeway Study

2013

Draft Environmental Impact Statement
COMMENT FORM

Additional Comments:

- PEOPLE SEEK A HIGH QUALITY OF LIFE.
- ECONOMIC DEVELOPMENT SUPPORTS QUALITY OF LIFE.
- GOOD INFRASTRUCTURE IS THE FOUNDATION OF ECONOMIC DEVELOPMENT
- EFFICIENT AND EFFECTIVE TRANSPORTATION IS A KEY TO GOOD INFRASTRUCTURE
- 202 S. MTN FREEWAY WILL IMPROVE EFFICIENCY AND EFFECTIVENESS OF ARIZONA'S TRANSPORTATION SYSTEM.

1 I SUPPORT THE CONSTRUCTION OF THE LOOP 202 SOUTH MOUNTAIN FREEWAY.

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 12-150

ADOT U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1		Comment noted.

Code	Comment Document

LOOP 202
South Mountain
Freeway Study

2013

Draft Environmental Impact Statement
COMMENT FORM

Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.

ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

It is helpful to ADOT to receive comments on:

- A particular alternative, environmental impact assessment, and/or draft mitigation.
- Any information you feel is incomplete or incorrect.
- How the proposed action would affect you.

Comments must be received or postmarked by July 24, 2013.

SEE OTHER SIDE

Optional

Name GREGORY HAGGERTY Email gregory.haggerty@dibblecorp.com

Address 2142 E. ORANGEWOOD AVENUE

City PHOENIX State ARIZONA Zip 85020

Phone Fax

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov **or mailed to:** ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)

ADOT

U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: oppose the 202 extention
Date: Wednesday, May 22, 2013 10:49:37 AM

From: Diane Haik [mailto:diane.haik@gmail.com]
Sent: Tuesday, May 21, 2013 5:19 PM
To: Projects
Subject: oppose the 202 extention

1 Our Ahwatukee community will change drastically if this road goes through. I am completely opposed to it!
Diane Haik
Phoenix, AZ 85045

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Jeffrey Hale Document Created: 5/21/2013 6:14:22 PM by Web Comment Form I am highly in favor of the proposed Loop 202 South mountain Freeway. The EIS is a great first step on getting this built. Please follow through with the millions of residents who support this freeway. Thank you!

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Amy Hale Document Created: 5/21/2013 6:15:46 PM by Web Comment Form Please, please, please build the south mountain 202 freeway. I am pleased that the draft EIS has been completed and am happy with the results. Please move forward with what the residents of maricopa county have wanted for years and build the freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	I am a civil engineer and have lived in the Phoenix area since 1996. As I recall the South Mountain bypass was a hot topic of discussion even then. I find it very difficult to understand why it is not already a reality. Every day that passes is a lost opportunity to improve the air quality and thereby improve the health of our children. Few of us realize what it actually costs us to sit in traffic tie-ups, burning extra fuel and fraying nerves. In the mid 90's, my wife was selling new homes in Ahwatukee and she was instructed to advise every potential buyer of this pending freeway. My hope is that this will become a fact sooner than later. Jim Hallman 480-369-4079

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Ahwatukee resident input 202 loop-F.Y.I.
Date: Monday, July 15, 2013 10:36:53 AM

Thank you,
Felicia Beltran
Senior Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-319-7709
azdot.gov
ADOT Communications

From: Amy Halm [mailto:amy.halm@cox.net]
Sent: Monday, July 15, 2013 10:26 AM
To: Projects
Subject: Ahwatukee resident input 202 loop

Thank you for the opportunity to comment on the 202 loop through the South Mountain corridor.

1 If this project is truly intended as a route to bypass Phoenix, the current proposals do not even make common sense.

2 An obvious route and one which would not require cutting through sacred lands or residents' living rooms, would be (from I-10) south on 85 to Interstate 8. Why hasn't that route been discussed publicly?

Thank you,
Amy

Amy Halm
Communications Consultant
602.908.2042
...connecting the dots that matter

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Code	Issue	Response
1	**Purpose and Need, Truck Bypass**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Alternatives**	The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Final Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/16/13 INCOMING CALL TIME: 6:34 PM CALLER: KEVIN HAMBECKE CALLER ADDRESS: 1166 E. MARY LANE, GILBERT AZ 85295 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the Freeway going through. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: 202
Date: Wednesday, May 15, 2013 11:13:45 AM

From: Mel Hamilton [mailto:pampered_girl@mac.com]
Sent: Wednesday, May 15, 2013 11:07 AM
To: Projects
Subject: 202

1 I think the south mountain freeway needs to be completed. Right now its unsafe because people drive at high speeds down pecos. Also we need to clear out some of the traffic on I10 durring rush house and offer a bypass around the downtown area. My husband travels to Harquahala and back for work and right now fighting the traffic makes his commute hellacious. Having the bypass would greatly improve our commutes for a number of reasons.

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Five Year Program
To: ADOT
Subject: FW: ADOT"s Five-Year Program - Comments
Date: Tuesday, May 14, 2013 10:04:31 AM

-----Original Message-----
From: Daniel Hamilton [mailto:BearPawse@yahoo.com]
Sent: Monday, May 13, 2013 6:50 PM
To: Five Year Program
Cc: stevec.lopez@yahoo.com
Subject: ADOT's Five-Year Program - Comments

1 In favor of Scenario B, as i have used this road for many years and this work is long overdo, and needs to be a priority!

_____

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.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Sandy Hamilton Document Created: 5/21/2013 3:34:00 PM by Web Comment Form I am pro- freeway, as soon as possible. As a Laveen resident, I see the great advantage to the freeway, both in travel time and convenience, and in the economic advantage in having it. We've been waiting for 10 years for this to happen.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Loop 202 Extension
Date: Thursday, May 30, 2013 9:15:52 AM

From: Doug Hamilton [mailto:DHamilton@markmharndencpa.com]
Sent: Thursday, May 30, 2013 9:11 AM
To: Projects
Subject: Loop 202 Extension

1 I am in favor of the project and also believe that the direct alignment with the Loop 101 is the only one that make sense. We have many clients in the west valley who are also in favor of the freeway and the Loop 101 alignment. This freeway will ease congestion and actually reduce pollution in our Valley.

Douglas Hamilton

Douglas Hamilton (doug@mm...
Mark M Harnden CPA P.C.
Enrolled Agent Tax Specialist

(480) 368-5755 #2 Work
(480) 368-5455 fax
doug@mmhcpapc.com
7689 E Paradise Lane #7
Scottsdale, AZ 85260
United States of America

Click here to send me a file

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Code	Issue	Response
1	**Alternatives, W59 Alternative Versus W101 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

LOOP 202
South Mountain
Freeway Study

2013

Draft Environmental Impact Statement
COMMENT FORM

Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.

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It is helpful to ADOT to receive comments on:

- A particular alternative, environmental impact assessment, and/or draft mitigation.
- Any information you feel is incomplete or incorrect.
- How the proposed action would affect you.

Comments must be received or postmarked by July 24, 2013.

1 PLEASE CONSIDER BUILDING THE SO. MTN FREEWAY AS IT IS VITAL IN REDUCING CONGESTION ON THE CURRENT FREEWAY SYSTEM.

Optional

Name JEFF HAMILTON Email jeff379@gmail.com
Address 3841 E. DUBOIS AVE
City GILBERT State AZ Zip 85298
Phone 480 503 3672 Fax

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov **or mailed to:** ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150

ADOT U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1		Comment noted.

Code	Comment Document

4300

1 would be feasible. And that's what I've got.
2 MR. HAMILTON: I just did a comment via the
3 computer, but I thought of something else.
4 COURT REPORTER: Okay. What is it?
5 MR. HAMILTON: You mean, specifically, my comment?
6 COURT REPORTER: Yes.
7 MR. HAMILTON: I would like ADOT to keep the
8 preferred route, the purple route, in the west end. That's the
9 only -- That's the only thing I forgot to add to my original
10 comment.
11 MR. BRENNAN: Okay. So I already spoke inside,
12 regarding some of the impacts specifically with traffic.
13 Oh, you have to do every stutter and "Oh," don't
14 you? I'm sorry.
15 Traffic, particularly with existing traffic
16 conditions with the trucks, the warehousing and shipping
17 business located to the north of Laveen, currently using
18 51st Avenue going south, as well as spilling over frequently
19 onto our surface streets like Baseline Road, as well as
20 whenever traffic incidents slow traffic on the I-10, which
21 pushes traffic onto our surface streets, and I think that that
22 creates a negative impact on both the Laveen community as well
23 as the rest of the South Mountain/South Phoenix area, which is
24 where I presently live, and have previously lived in Laveen and
25 remain fairly active in that part of the South Phoenix

1

Page 12

Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 INCOMING CALL TIME: 4:00 PM CALLER: KEN HAMLIN CALLER ADDRESS: PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I am in favor of building the freeway. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 INCOMING CALL TIME: 4:04 PM CALLER: RICHARD HAMLIN CALLER ADDRESS: 3336 E. SEQUOIA TRAIL, AWATUKEE, AZ 85044 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I just wanted to pass on that we are very much in favor of the Freeway that goes along Pecos Road and would be extremely disappointed if it did not pass. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Support for the South Mountain Freeway
Date: Monday, June 24, 2013 9:03:51 AM

Thank you,
Felicia Beltran
Senior Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-319-7709
azdot.gov
ADOT Communications

From: Michael Hampshire [mailto:rmlssg@aol.com]
Sent: Saturday, June 22, 2013 5:29 PM
To: Projects
Subject: Support for the South Mountain Freeway

I would hate to have my silence result in the defeat of the South Mountain Freeway by a vocal minority. The South Mountain Freeway is essential to the future of road transportation in Arizona. The South Mountain Freeway has been in the planning stages for far too long and it is time to proceed with its construction. Those in opposition to the freeway for the most part knew of its future construction when they purchased their current properties.

The South Mountain Freeway will assist in relieving the congestion on Interstate 10 through Phoenix. Traffic from Tucson through Phoenix to Los Angeles should almost exclusively utilize the South Mountain Freeway. In addition, those of us who travel from the Southeast Valley to the west side of Phoenix will have a route that will not resemble a parking lot for part of the day.

I travel from Chandler to Luke AFB on a regular basis and each trip westbound adds another vehicle to the congestion on I10 northbound from Loop 202 through the Broadway Curve and I10 westbound from the tunnel to Loop 101. Congestion on the return trip usually starts just east of the tunnel on I10, slacks off from the I10/Loop 202 split to the I10/I17 join then is usually stop and go traffic until south of Ray Road on I10. I have tried to use the current road system around South Mountain to the South, however, the speed limits and few residential areas make this inefficient.

1 2 Build the South Mountain Freeway now. Connect it directly to Loop 101 on the west side of town so as to not add to the congestion on I10 west of I17. Start construction on the Pecos Road portion of the freeway and if the Gila Indian Community provides and alternate path then divert the freeway south from the portion already under construction.

Those in opposition to the South Mountain Freeway are truly a vocal minority concerned with protecting their own interests at the expense of the majority of the citizens of the Phoenix area.

Thank You,
Michael D. Hampshire
1040 E. Hawken Way
Chandler, Arizona 85286

Code	Issue	Response
1	**Alternatives, W59 Alternative Versus W101 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Alternatives, Gila River Indian Community Alignment**	

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 6/14/13 INCOMING CALL TIME: 1:31 PM CALLER: JOHN AND PEGGY HANAFORD CALLER ADDRESS: 15805 W. YAVAPAI, GOODYEAR PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** Both my Husband and I support the new road. Please note.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Gary Hancock Document Created: 5/21/2013 4:15:34 PM by Web Comment Form At this time I believe the Multi-purpose Pass Throughs on E-1 are sufficeint for the wildlife in the area. I was concerned that there might be a lack of wildlife travel corridors on the Eastern side, however after seeing the large scale maps it appears that the development in the area would preclude the need for travel routes. Please keep the health of the wildlife populations in mind durring the rest of this process. Thank you.

Code	Issue	Response
1	**Biology, Plants, and Wildlife**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

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1 made on a final bill? We've been in limbo with our
2 home because at one point we were in the right-of-way
3 and now we're not which is okay, but we're just
4 trying to plan obviously for the future and any
5 improvements we'd like to make on the home and all
6 that. Obviously we won't do that if we were
7 remaining in the right-of-way and they want to take
8 it.
9 So, you know, I think that's all we have
10 to say. We're just more interested in how they would
11 design the wall with those property owners that it
12 would be right up against, so.
13 MR. HANCOCK: My name is Jordan Hancock.
14 I'm a student over here at Chandler-Gilbert. I first
15 learned of the freeway through a friend. She's from
16 the Akimel O'odham tribe, Gila River. She's from the
17 reservation, the Pima reservation, where ADOT was --
18 there was three options, from my understanding, of
19 the freeway, and they first tried to push it onto
20 their land.
21 And I became aware of some of the abuses
22 that they were doing, especially from the contractor
23 Pangea, that they were going to pay to build the
24 freeway on the Gila land. So that's when I first
25 became aware of this and became opposed to the

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Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document

1 freeway. So I thought that was very dishonest of
2 what they were doing.
3 Two, I started to talk to Pat Clark and I
4 really don't want this freeway. I think it is going
5 to lead to be a trucker bypass. So, it's very close
6 to the I-10. If you look at sort of what the can of
7 mix was and then some of the justifications I was
8 hearing from the Perez guy from Pangea, he was the
9 leader of the development company, and he was just
10 lamenting and being completely open with the fact
11 that this is going to be the can of mix freeway, or
12 this is going to provide for the corridors as if it
13 was a good thing.
14 The threat of trucker emissions is not
15 addressed in the EIS. It's a severe threat. There's
16 documentation after documentation of being within 500
17 meters of a freeway, what it does to the carcinogens,
18 causes cancer. There's four elementary schools that
19 I know within 500 meters of the proposed freeway on
20 the Pecos on that option. There's several housing
21 developments that I know of and these are not
22 addressed.
23 It's blatant, I think a human rights
24 violation. I don't appreciate the fact that ADOT,
25 they bus their contractors in here and allow them to

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Code	Issue	Response
1	**Purpose and Need, Truck Bypass**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Trucks**	
3	**Air Quality**	Diesel exhaust from trucks is not a major contributor to concentrations of particulate matter (PM_{10}) in this area. Dust is the largest contributor in Maricopa County. Review of particulate matter (PM_{10}) data collected by the Maricopa County Air Quality Department suggests that locations adjacent to industrial, mining, or agricultural areas generally have the highest concentrations (see Final Environmental Impact Statement page 4-72). Locations adjacent to freeways typically have particulate matter (PM_{10}) concentrations within standards.
4	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Health Effects**	
6	**Public Involvement**	Target busing of special interest groups was not included in the public involvement plan or activities, nor provided by the project. Free shuttles were provided in specific locations to accommodate populations that might not have had access to other transportation to attend the public hearing downtown. The rules for the hearing included: "Displays, signs, or banners are not allowed in the Convention Center."

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1 have T-shirts. They don't know any of the talking
2 points for one, yet when we try to pass out
3 information, the Sierra Club, they won't let us do
4 it. I know they already spent $24 million of paid
5 tax payer money to do it, so I see their reasons.
6 Two, there's two city ordinances that
7 have been passed. One in '97 by a popular vote and
8 one in 2003 that I know of that basically say you
9 can't sell any land or do anything to the wildlife
10 preserve, which is the South Mountain, the mountain
11 preserve, without voter consent.
12 I know that there's some -- they can get
13 around this from what I read -- ADOT cam, but it's in
14 violation of the spirit of the law, it's not fair and
15 I definitely hope we get a lawsuit to try and do
16 this. So I think it's illegal actually what they're
17 doing. It's in violation of two voter referendums.
18 This is the largest city park in the
19 country, a very popular and historic mountain
20 preserve. I'm not quite sure what is so hard about
21 the word "preserve" for ADOT to understand. You
22 can't preserve something if you build a freeway
23 through it. It's a big part of our history, and not
24 to mention the cultural importance of four Native
25 American tribes, especially the Akimel O'odham. It's

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Code	Issue	Response
7	**Section 4(f) and Section 6(f)**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
8	**Cultural Resources**	

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1 their origin myth. It's from their origin. This
2 mountain's very important for them and they're just
3 sort of building a freeway right through it. It's a
4 civil rights violation.
5 And the -- the effects of the Gila River
6 tribe are not even mentioned in the EIS. That's very
7 disturbing since they're so close to it. Cities
8 can't transfer preserved land for freeways without a
9 vote. This was 1990 House Bill 22118. I don't see
10 how they're going to get around that.
11 And currently since 1997, our city has
12 led the country in carbon emissions -- excuse me, not
13 carbon emissions, but carcinogens, pollutions being
14 put in the air since '97. So just as a whole since
15 1997. And we used to be a haven for, you know,
16 asthma patients. And this is -- what it's become
17 now, we're just below the limits of the EPA
18 currently.
19 And if this becomes what I think it is, a
20 trucker bypass station in the middle of the city,
21 it's going to increase pollution and we're going to
22 go over that limit, and we're in great threat of
23 losing funding from the Federal Government. So
24 that's losses of billions of dollars, not to mention
25 the 2 billion they say it is going to cost to build

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Code	Issue	Response
9	**Tribal Involvement**	The Draft Environmental Impact Statement describes a decade-long consultation and coordination effort led by the Arizona Department of Transportation and the Federal Highway Administration with the Gila River Indian Community and other Native American tribes. As a result of the consultation, the cultural importance of the South Mountains is acknowledged in the Draft Environmental Impact Statement in several locations, notably page 5-26. The proposed project, would accommodate and preserve (to the fullest extent possible from the available alternatives) access to the South Mountains for religious practices. Section 106 of the National Historic Preservation Act requires a government-to-government relationship between the Federal Government and Indian tribes as described beginning on page 4-140 of the Final Environmental Impact Statement. Section 106 requires federal agencies take into account the effects of their undertakings on historic properties and requires consultation with tribal authorities. Consultation has occurred with Gila River Indian Community government officials, the Tribal Historic Preservation Officer, the Cultural Resource Management Program, other tribes, and the State Historic Preservation Office and has led to concurrence from the Gila River Indian Community Tribal Historic Preservation Office and the State Historic Preservation Office on National Register of Historic Places eligibility recommendations (including traditional cultural properties like the South Mountains), project effects, and proposed mitigation and measures to minimize harm. This consultation has been ongoing and will continue until any commitments in a record of decision are completed. The section entitled *Title VI and Environmental Justice*, beginning on page 4-29 in the Draft Environmental Impact Statement, presents acceptable methods, data, and assumptions to assess the potential for disproportionately high and adverse effects from the proposed action on environmental justice populations and disparate impacts to populations protected under Title VI. Based on the content of the section, no such effects would result from the action alternatives. In light of comments received on the Draft Environmental Impact Statement, the above-referenced conclusions were confirmed in the preparation of the Final Environmental Impact Statement. To provide further clarity, the discussions of environmental justice and Title VI were separated and additional text explaining the relationship of environmental justice and Title VI to various environmental elements was added throughout Chapter 4, *Affected Environment*, *Environmental Consequences, and Mitigation*, as exemplified by the inserted text on page 4-29 of the Final Environmental Impact Statement.
10	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
11	**Biology, Plants, and Wildlife**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

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11	the freeway when it was originally 4 billion. So this is a bare bones freeway. They've taken away -- I don't know how they're going to be able to afford wildlife passes and things like that. It's a very bare bones freeway. $2 billion for 22 miles. And these are just a few, but that's about it. MR. MYERS: David Myers, M-y-e-r-s. I'm opposed to the South Mountain corridor, and I would say that we're basically just stealing land from the natives once again. And a good example of this would be, what if we wanted to put a freeway through Camelback Mountain, let's say, or say a north Phoenix or north Scottsdale? If we want to just run a freeway right through one of the upscale neighborhoods, how would they feel about that? And, I mean, I understand that it's on the edge of Ahwatukee and parts of those are a little more upscale, let's say, but nothing compared to say like Scottsdale, and I honestly don't think that they would like it very much. And as a former auto mechanic, I can say that a truck route would increase air pollution substantially. I am now a sustainability student, and I oppose everything going on with the South Mountain corridor. Page 10 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

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From: Projects
To: ADOT
Subject: FW: Loop 202 DEIS Comments & Questions
Date: Tuesday, July 23, 2013 10:38:26 AM

Thank you,

Salina Tovar
Community Relations Officer
1655 W. Jackson St.
MD 126F, Room 170
Phoenix, AZ 85007
602.712.4629
azdot.gov

ADOT Communications

From: Dietmar Hanke [mailto:Dietmar.Hanke@iceenterprise.com]
Sent: Tuesday, July 23, 2013 9:25 AM
To: Projects
Subject: Loop 202 DEIS Comments & Questions

South Mountain Freeway (Loop 202) SR202L

ADOT Project Number: 202L MA 054 H5764 01L
Federal Aid Project Number: NH-202-D(ADY)
Draft Environmental Impact Statement ("**DEIS**")

Homeowner: Dietmar Hanke
2729 West Redwood Lane
Lot 73, Parcel D of the Mountain Preserve

1. Environmental Impact Statement Process

1 While the document presented is truly impressive in its sheer folly and largess, it contains virtually nothing in the way of facts or analysis as required by 42 U.S.C. § 4321 et seq, nor does it conform to the goals articulated by the preamble to the National Environmental Policy Act of 1969.

This particular Draft Environmental Impact Statement formally enlists the input and

Code	Issue	Response
		Response to letter received after the comment deadline can be found on page B3838.
1	**Environmental Impact Statement Process**	The Arizona Department of Transportation is the sponsor of a proposed action, the construction and operation of the South Mountain Freeway in Maricopa County, Arizona. The Federal Highway Administration, the federal lead agency for the proposed action, in cooperation with the U.S. Army Corps of Engineers, the U.S. Bureau of Indian Affairs, and the Western Area Power Administration, prepared the Draft Environmental Impact Statement in accordance with: · the National Environmental Policy Act of 1969 [Title 42 United States Code § 4332(2)(c)] · Section 4(f) of the U.S. Department of Transportation Act of 1966 (Title 49 United States Code § 303, as amended) · Section 404 of the Clean Water Act of 1977 (Title 33 United States Code § 1251) The other groups noted in the comment, business leaders, Gila River Indian Community, and Maricopa Association of Governments have been involved in the study process (as described in Chapter 1, 2, and 6 of the Draft Environmental Impact Statement); however, the ultimate decision related to the identification of the Selected Alternative will be made by the Arizona Department of Transportation in coordination with the Federal Highway Administration.

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	considers the needs of "business leaders" and representatives of "The Indian Nation" in addition to the majors of the cities within Maricopa County. Neither of the two former entities, irrespective of state legislature and executive actions, are competent to make decisions that affect private land owners in these United States of America. In fact, these are unconstitutional forms of representative government.
2	Under what authority and pursuant to what facts are members of the Indian Nation to be included in the decision making process for the Pecos Road Alignment, an alignment which is NOT on the lands of The Indian Nation? Surely it's not the single forged hieroglyph found in the proposed right of way on South Mountain or the vista onto the lands not on the Indian Nation lands. This artifact of Arizona government has not yet been challenged. But it will be.
	2. Historical Context
3	The South Mountain Freeway may have been originally included in the proposed 232-mile Maricopa Association of Governments (MAG) Regional Freeway System (now called the Regional Freeway and Highway System) as planned in 1985. However, it was never indicated as an easement or even a possibility on any plat anywhere near my house. What was indicated was an easement 500 feet from my house for the extension of Pecos Road.
	Since 1985, the city of Phoenix has issued building permits in what is now to be considered the "right of way" for the proposed freeway. In my case, less than one year before the notorious homeowner notification in October of 2005. If the "general location" of the proposed freeway was so well known, why were these building permits issued? Isn't this a glaring case of wasting taxpayer money? If the Pecos Road alignment was so precisely defined and a decision had already been made, why did the first public notification signage appear on the 28th of May 2013 at the South 24th Street and Pecos intersection?
	3. Purpose and Need
4	The DEIS purports that traffic in general will continue to increase at exponential rates in Maricopa county. This is identified as the primary reason for the need for the South Mountain Freeway. All biological systems that experience geometric growth will stabilize or collapse at some point in time. This is a concept of real science. Why is this concept not a factor in the DEIS? It is omitted altogether. In a day and age when telecommuting is increasing at geometric rates, this is inexcusable.
	Furthermore, the DEIS cites a fictitious need for residents of the Central West Valley to commute to the Chandler/Gilbert/Queen Creek area and vice versa. Surely we are all in agreement that there is no such "need" between the residents of Chandler and Ahwatukee Foothills and the residents of Tolleson; the demographics just don't comport. Why isn't there any study mentioned of how many cars travel from Chandler/Ahwatukee Foothills to the Central West Valley now? License plate recognition software and hardware is readily available and can access registrations nearly instantaneously. That's because such travel doesn't exist. Isn't ADOT's insistence of the former merely a case of "if you build it, they will come"? How are general valley traffic volume statements and projections

Code	Issue	Response
2	**Alternatives**	As noted on page 2-8 and 3-5 of the Draft Environmental Impact Statement, the Gila River Indian Community held a coordinated referendum in February 2012 to favor or oppose construction of the South Mountain Freeway on Gila River Indian Community land or to support a no-build option. The highest number of votes were received by the no-build option, therefore, the on-Gila River Indian Community land alignment was eliminated from further study. The referendum results did not affect the alternatives development and screening process related to the E1 (Pecos Road) Alternative. Laws, such as the National Historic Preservation Act, American Indian Religious Freedom Act, Section 4(f) of the U.S. Department of Transportation Act, provide protection for cultural resources even if they are located off of Native American land. More information related to how these laws affected project determinations and design are presented on page 4-128 and in Chapter 5 of the Draft Environmental Impact Statement.
3	**Acquisitions and Relocations**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.) It is not within a City's or State's right to deny building permits to developers who meet all requirements and want to develop their land. In 1996, the Maricopa Association of Governments Regional Council approved the Red Letter Process to provide early notification of potential development (including plans, zoning, and permits) in planned freeway alignments. In addition, the Arizona Department of Transportation works closely with Cities and Counties during the environmental impact statement process to encourage developers to reserve land for future transportation improvements. In some cases, when the developer is willing, the Arizona Department of Transportation has been able to purchase a portion of the land through advanced acquisition (see Final Environmental Impact Statement pages 3-53, 4-13, and 4-48).
4	**Purpose and Need**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix. An analysis of the origins and destinations of projected freeway users is presented in Figure 3-18, on page 3-36 of the Final Environmental Impact Statement. Freeway users are defined as those motorists who pass through the bend of the freeway (around the South Mountains). So, this does not count motorists in Laveen Village who go to Interstate 10 (Papago Freeway) and motorists in Ahwatukee Foothills Village who go to Interstate 10 (Maricopa Freeway). The results of the origin-destination analysis show that 73 percent of the traffic going around the South Mountains has origins or destinations in the area within or around the Study Area and supports the conclusion that the proposed action would serve east -west mobility consistent with commuting movements.

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	even relevant here?
5 1	Inherently, there is no local need now. After all, Chandler and Ahwatukee Foothills are more than 95% developed. Everything south of Pecos Road and east of its current terminus is Indian Nation lands. ADOT, Phoenix, and MAG (if it is legal entity) cannot make decisions about private lands in Arizona based on the needs of the Indian Nation. Isn't that the exclusive purview of the Department of Interior for these United States of America?
6	So where could increased traffic come from? The better question is where will increased traffic come from? It will come from the CANAMEX Highway. When Congress adopted NAFTA, this highway became a requirement of the United States Government – not Arizona. But where is the segment between Pecos Road and Las Vegas? It doesn't exist! Which is why the federal government is paying for a significant portion of the local freeway. Why is the CANAMEX traffic load not considered in the DEIS? How is CANAMEX a responsibility of the Arizona or Maricopa or Phoenix taxpayer?
7	To cast the need for the South Mountain Freeway in terms of relieving the congestion on the I-10 freeway between Pecos Road and the 143 irrespective of the CANAMEX Highway overlooks two fundamental issues. First, from Pecos Road to the 143, fourteen lanes of traffic are crammed into seven. Worse, carpool travelers going to PHX from the I-60 must cross six lanes within the most crammed quarter mile to get to the airport. Wouldn't an elevated HOV cross-over be much more efficient? Isn't this the real problem?
	4. Gila River Indian Community Coordination
1 2	The Federal Highway Administration may not have the right to survey the lands of The Indian Nation, but the federal government does have the right to condemn lands of the Indian Nation under eminent domain. That's exactly why the USDOT has stepped back in this case. Just as the Bureau of Indian Affairs is chartered to address the transportation needs of the Indian Nation, the states and their subordinate organizations are NOT! More specifically, MAG's "coordination" is not/should not be decision-making. Fire Departments, ambulance companies, and hospitals all coordinate with each other, but neither makes decisions for any other. How can ADOT confuse such fundamental concepts?
8	Significantly, the proposed South Mountain Freeway alignment is not within any portion of the tribal lands of the Gila River Indian Community. Why is that community involved in the decision-making process affecting the properties of Phoenix landowners? More importantly, why is ADOT proposing off ramps and street stubs that serve the property and business developments of The Indian Nation? Who in The Indian Nation's allotted landowners stand to profit from Casino developments and billboard placements? Does the greed of these Indian Nation profiteers outweigh the rights to residents of those not within the Indian Nation? Apparently, they also outweigh the desires of the rest of their tribal members.
9	Finally, how can a tribal representative for tribe of a few hundred have the same voting or veto power as the mayor of Phoenix? Don't we have a concept of one person one vote in

Code	Issue	Response
5	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
6	**Trucks**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix. The proposed freeway would not be part of the CANAMEX Corridor. The CANAMEX Corridor is to follow Interstate 10 from Tucson to Interstate 8 near Casa Grande, Interstate 8 west to State Route 85 near Gila Bend, State Route 85 north to Interstate 10 northwest of Buckeye, Interstate 10 west to Wickenburg Road, Wickenburg Road to Vulture Mine Road west of Wickenburg, and then connect with the planned US 93/US 60 Wickenburg Bypass. Additionally, the proposed freeway would not offer shorter travel times. The CANAMEX Corridor's proposed routing avoids any congestion associated with the Phoenix metropolitan area (see Draft Environmental Impact Statement page 3-64). Recent studies completed by the Maricopa Association of Governments, including the Interstate 10/Hassayampa Valley Roadway Framework Study and the Interstates 8 and 10/Hidden Valley Transportation Framework Study, have further defined the long-range planning for the CANAMEX Corridor in Arizona.
7	**Traffic**	While the improvement proposed by the commenter could help eliminate some weaving issues in that area, the cost to build such a cross-over would likely not be in line with the limited number of vehicles demanding that movement. The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing motorists an alternative route to already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other "loop" freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County.
8	**Alternatives**	Federal law prohibits the denial of access to any community. Thus, traffic interchanges would be located along the freeway where it borders the Gila River Indian Community (see Draft Environmental Impact Statement page 3-51). Roadway connections on Gila River Indian Community land to the traffic interchanges would be the responsibility of the Gila River Indian Community, in coordination with appropriate jurisdictions.
9	**Purpose and Need**	An explanation of the Maricopa Association of Governments is on Draft Environmental Impact Statement page 1-4. That discussion lays out its membership, history, and legal role. The Maricopa Association of Governments is the federally designated metropolitan planning organization for regional planning in the Maricopa County region. Its current membership includes three tribes along with 25 incorporated towns and cities.

Code	Comment Document
	these United States of America? ADOT needs to revisit the standards against which administrative agency action is tested against. After all Kelo v. New London only added another standard; it didn't replace the other tests (arbitrary & capricious, illegal, prohibited actions).
	5. Alternatives
10	Proclaiming a fictitious need inherently corrupts any further analysis of the viable alternatives. This is a fundamental concept of real science and the scientific method. Unfortunately, this concept is, modernly, largely lost on administrative agencies that rely on repeating unfounded dogma until most people believe it.
11 6	Thus, if one is to proceed with the notion that there is a real current need for commuter travel from the Central West Valley to the Chandler/Gilbert/Queen Creek area and vice versa, certainly an extension of Pecos Road would suffice. After all, it's a four lane divided road with very few traffic control signals. Why is the lack of achieving a "projected traffic" flow of dubious origins for a freeway whose true nature and purpose are not addressed even relevant here? That's because the flow is a yardstick for CANAMEX Highway purposes.
12 5	And, if the real need is to comport with the lane and flow requirements of CANAMEX, both a real freeway is required and multiple alternatives come to mind. The logical question that follows is why did ADOT not consider an alternative from Casa Grande (or close by on the I-8) to Tolleson? Such an alternative would not cause any of the social or environmental consequences identified below, nor traverse tribal lands. It would, however, lie almost exclusively on federal lands. Is this a conflict of interest for USDOT? Why was this alternative not studied by ADOT or identified in Figure 3-5 of the DEIS?
	The Casa Grande to Tolleson alignment can be detailed to exclude all residential property condemnation. Further, it would truly be a truck bypass, avoiding all residential contact except for possibly, but not necessarily, one eighth of a mile. How does such an alignment differ from any "studied" alignment for interstate traffic purposes? Why was that not discussed in the DEIS?
	The Casa Grande to Tolleson alignment can also be designed to include two or more lanes that interchange with the I-10 or I-8at the southern end and the 303 and the I-10 at the northern end without significantly disrupting traffic. This is required by the CANAMEX Highway specifications. The Pecos Road alignment would require massive reconstruction to achieve such. Why was this not discussed in the DEIS?
13 1	Furthermore, why did USDOT not study condemning lands of the Indian Nation for the Riggs Road Alternative? If this is a CANAMEX segment, USDOT certainly should be at the forefront of the alignment studies and condemning decisions; not ADOT, not MAG, not anyone else.
	Vertical alignment is much more complex than the short shrift given to it in the "Alternatives" section of the DEIS. The complexities of this are discussed in the relevant sections below.

Code	Issue	Response
10	**Purpose and Need, Old Plan or Use of Old Data**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
11	**Alternatives**	Extending Pecos Road as an Arizona Parkway or other facility was considered (see page 3-19 of the Draft Environmental Impact Statement). In the best-case scenario, a parkway would carry approximately 105,000 vehicles per day, well below the average daily traffic on the proposed freeway, which would range from 117,000 to 190,000 vehicles per day (see Final Environmental Impact Statement page 3-19). As a result, the Arizona Parkway would lack sufficient capacity to meet projected travel demand. The Arizona Parkway would not adequately address the projected transportation system capacity deficiency, would not remove a sufficient amount of traffic from arterial streets, and, therefore, would not meet the project's purpose and need. For these reasons, the Arizona Parkway was eliminated from further consideration.
12	**Alternatives**	The proposed freeway is part of a transportation system developed to improve mobility in the Phoenix metropolitan area by increasing capacity and providing alternatives to allow traffic to avoid already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other "loop" freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of the Phoenix metropolitan area. Routes south of the Gila River Indian Community, such as that noted in the comment and the State Route 85/ Interstate 8 Alternative were evaluated for the proposed project. The reasons these alternatives were eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.
13	**Alternatives**	A Riggs Road Alternative was considered. It would replace 51st Avenue south of its connection to Interstate 10 (Papago Freeway) for approximately 21 miles. It would then replace approximately 4 miles of Beltline Road in an easterly direction. At the Riggs Road/State Route 347 intersection, the alternative would replace approximately 3 miles of Riggs Road before connecting to Interstate 10 (Maricopa Freeway) (see Final Environmental Impact Statement page 3-9). While the Riggs Road Alternative would serve regional mobility needs, particularly of those living in the Maricopa area, meeting this travel demand would not address specific planning goals for an integrated regional transportation network. The *Regional Transportation Plan* identifies the proposed South Mountain Freeway as a critical link in the Regional Freeway and Highway System. The Riggs Road Alternative would not complete the Phoenix metropolitan area's loop system as part of State Route 202L, thereby causing substantial out-of-direction travel for motorists. Therefore, the Riggs Road Alternative would not meet the project's purpose and need criteria and was eliminated from further study. In addition, nearly two-thirds of any alternative using Riggs Road would be on Gila River Indian Community land. Tribal sovereignty is based in the inherent authority of Native American tribes to govern themselves. While this notion of sovereignty is manifested in many areas, generally Native American land is held in trust by the United States. Native American communities have the authority to regulate land uses and activities on their lands. States have very limited authority over activities within tribal land (see page 2-1 of the Final Environmental Impact Statement). From a practical standpoint, this means that the Arizona Department of Transportation and Federal Highway Administration do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or condemn tribal land for public benefit through an eminent domain process.

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14 7	6. No-Action Alternative As noted above, there is no articulable, scientifically supportable need for this freeway, absent CANAMEX. The "No-Action Alternative" and/or the Casa Grande to Tolleson alignment (for CANMEX traffic) are the only two supportable alternatives. Further, the I-60 to 143 overpass is notably a significant I-10 current traffic mitigation option which is likely to yield the most results for non-CANAMEX traffic. Why was this not discussed in the DEIS as a viable traffic mitigation option?
15	a. Displacements, Relocations, and Economic Impact What's a home worth? That's the overriding issue ADOT has not addressed. It's the elephant in the room. I purchased my new home in 2004 in the Mountain Reserve after reviewing 128 model houses in all states of completion. I moved in in August 2005. I paid $355,000.00 for it and spent another $40,000.00 in front yard and window coverings required by the association. I spent much more on cabinetry. I had leveraged the economy of a tract builder with the freedom to request a multitude of customizations. My house is truly unique. I had put $140,000 down as a down payment. I have no back yard. Most people who bought near around the time I did don't (check Google Earth). Why? Because ADOT announced that my house probably will be mowed down for the Loop 202 Freeway, seven weeks after I moved in. That was before the housing bubble collapsed and values collapsed even further. The last house that sold on my street (with a back yard and a pool) sold for $173,000 (check Zillow.com). Wow, I might as well have flushed $100,000.00 down the toilet eight (8) years ago and I'd still be more than $60,000.00 ahead of the game. I may even have had a back yard down through those years. How much is a back yard worth? …for 8 years? I think that most people will agree that it's worth a lot.
16	Also, I have lived in a community where transient rentals were the norm for eight (8) years. Monthly rentals predominated. There was absolutely no sense of community. Indeed the HOA had no forum of board members for years. Nobody cared. The ADOT owned houses were a blight upon the neighborhood for many years. What's that worth? Is there any mention of this in the DIES? Much, much damage has already been foisted upon Mountain Preserve homeowners. I moved to my neighborhood because of the views and the low levels of traffic, noise pollution, light pollution, air pollution, and lack of access by the criminal elements of the various crime riddled areas of the west valley. Can ADOT even find comparable relocation sites? Why is the latter not addressed in the DEIS? So, again, what is a house worth? Is it the current standard of the "reasonable market value"? Or is it something else? I suggest it is the value of buying comparable property, building the same house thereon, and putting my family up in a resort during the time of its construction. And further, that property has to have similar characteristics with regard noise, views, light and air pollution, property taxes, and access by criminal elements.

Code	Issue	Response
14	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
15	**Acquisitions and Relocations**	
16	**Neighborhoods/ Communities**	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.

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	Why not? Can anyone articulate why not? In the end, how much is all of this worth to a tax-paying resident of Phoenix? One that's been paying taxes for eight years and commuting to a remote location where he's never been able to even enjoy a back yard? The DEIS does not address this, not even remotely. Why? Because it's painful and expensive maybe? And, ADOT may not want to admit to the true cost of such land acquisition and replacement home building. b. Noise The DEIS addresses noise pollution. Unfortunately it uses the average hourly noise level as its only metric and does not incorporate any temporal variations. While it does acknowledge that it barely achieves federal maximum mandates, it does not even address the more pertinent parameters of the characteristics of noise and timing of thereof. Internationally, noise classification has advanced well beyond the crude "average pressure level" used in the DEIS.
17	
	Irrespective of the international classifications, the DEIS statement does identify that the Pecos Road alignment will barely achieve federal maximum noise levels in most cases, even if abatement walls are used. Why is that not a major problem? Further, these maximum classifications are based on abstract generalizations of laterally displaced noise level estimates. Why is there no mention of the directed and "channeling noise" of the converging freeways segments on Parcel D of the Mountain Preserve? Mountain reserve residents would be subject to air brake and incline ascending noises of both domestic and CANAMEX trucks, the volume of which are not incorporated into ADOT's simple projections. Lower frequencies travel farther. Period. What if the actual noise levels exceed the federal maximum noise levels? What then?
18	
17	
	And, more basically, ADOT submits factually incorrect current ambient noise levels for comparison. Noise levels not within the narrow arrival and departure times of commuters and not within the high heat air conditioning months (October through May) are much lower than indicated for neighborhood. Typically, they are in the decibel ranges from the 30's to low 40's on my back porch at my house, and even lower during the night. Why has ADOT not provided the true, evening, no-AC, ambient noise levels?
17	
	Noise can come in all forms. ADOT would have one believe that the sounds of birds at my bird feeder and sounds of my neighbor's children playing are equivalent to the recurrent, revolving, and mechanical sounds of lumbering trucks and motorcycles. It's embarrassing to even have to address this. The rest of the world has moved on. The quintessential question is why does ADOT rely on outdated and erroneous methods and metrics? Most likely because they're convenient obfuscating tactics. There are much more relevant international standards and measurements that are available.
17	
	ADOT itself pontificates that "it is recognized that transportation noise is perhaps the most pervasive and difficult source to avoid in society today". This is exactly what we currently don't have at the western end of Pecos Road. This was a major consideration when I bought my house. How is the maximum tolerable noise level relevant here? How about a combination of maximum noise pollution, air pollution, light pollution, disaster risk, and transient crime? Who would want to live in such an environment?

Code	Issue	Response
17	**Noise**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix. As discussed on Final Environmental Impact Statement page 4-88, the Final Environmental Impact Statement is required to comply with the Federal Highway Administration regulations, which specify the noise metric of A-scaled decibels. Noise analyses for Federal Highway Administration transportation projects are to use the hourly equivalent sound level (Leq), which is a logarithmic energy average over a 1-hour period. While other noise metrics are used in some other countries for other types of noise, they have not been accepted in the United States for various reasons, and the Leq metric remains the most common metric for discussing and evaluating highway- and transportation-related noise. As the Federal Highway Administration points out in Title 23 of the Code of Federal Regulations, Part 772, the Federal Highway Administration and Arizona Department of Transportation Noise Abatement Criteria are not to be considered maximum acceptable noise levels or design noise levels, but are the level at which noise abatement is considered. Regarding the no-air conditioning evening, noise levels, as mentioned on page 4-80 of the Draft Environmental Impact Statement, ambient noise measurements were conducted according to Federal Highway Administration guidelines in Measurement of Highway-Related Noise. The goal is to obtain representative ambient noise levels from the Study Area, not necessarily the absolute lowest sound levels that could occur in the area. The procedures and metrics used in the noise analysis are consistent with those used throughout the country and in much of the world for highway-related noise. Regarding anticipated noise from large trucks, the Maricopa Association of Governments' regional travel demand model forecasts approximately 10 percent truck traffic on the South Mountain Freeway in 2035 (see Final Environmental Impact Statement page 3-64). This forecast truck traffic is based on existing traffic studies and projected socioeconomic data. This percentage is similar to current conditions on Interstate 10 between State Route 101 Loop and Interstate 17 and on U.S. Route 60. Noise modeling for the Final Environmental Impact Statement used this forecast truck traffic, with the model accounting for greater noise generation by trucks in future noise levels. Noise mitigation is designed for this predicted noise level, including the noise from trucks.

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17	Finally, the question of time of day when noise is absent is avoided entirely. Why? So a noise at midnight is equal to a noise during the day. How is that possible? Is it rational? Whether CANAMEX or a general truck bypass is the main ingredient of the traffic on the proposed freeway, it is likely that the louder, lower frequency noise generated by large trucks will dominate. And, that this noise will continue 24x7 and carry further at night. How does that compare to the crude measurement and prediction that ADOT proffers? It doesn't. And, why has ADOT not addressed the conflict between wildlife corridor bridges and sound barriers? (More on that topic below.) All this appears to absent in the DEIS.
	c. Water Resources & Floodplains
	The DEIS identifies the flood plain relevant to the Pecos Road alignment. Unfortunately, its roaming generalizations do not address several pertinent aspects of drainage. The South Mountain Park and adjacent southern alluvial flood plains drain to the south. It is this author's experience that, during summer deluges the entire area from South Dessert Foothills Parkway to Chandler floods and drains through and across Pecos Road.
	This drainage can cause the entire area from Chandler to South 17th Avenue to flood and drain through the multiplicity of drainage culverts *and over Pecos Road itself*. The current "alignment" proposes that the Loop 202 will be elevated along its passage by my house. AND, that the alignment will be 22 feet above the current grade. Wow, kind of like Hoover Dam in your back yard. More on that later.
19 20	With only one drainage culvert in the segment, what is the strategy to channel/buffer drainage waters? Further, and more significant, what are the consequences of erosion damage on the tribal lands of The Indian Nation? Why has the DEIS not even addressed this? It is a sure consequence of law that damages of The Indian Nation will be adjudicated by the Indian Council (see recent decisions by the federal courts), employing a different set of laws (they remind us of that with signage every 50 feet along Pecos Road), and dictated to Arizona taxpayers. What is the potential cost of that? I don't see anything that addresses this in the DEIS.
	d. Biological Resources
21	The South Mountain Park is the largest municipal park in the world. It is the place where local citizens can enjoy *nature*. It hosts a plurality of *natural* inhabitants, from the Chuckwalla lizard to numerous bird species. It is a natural ecosystem that interacts with the desert flatlands and the adjacent Estrella Mountains on a genetic and predator-prey basis.
22	If anyone can believe all species in an isolated park can proliferate for more than a few years though a couple of tunnels (4 that I see) and one bridge traversing a 300 or 500 foot right of way, please present the scientific evidence. While the importance of wildlife corridors, such as those in the Ahwatukee Foothills area, has been scientifically established, drainage culverts and bridge corridors have not.
	Quite the contrary, for many species they present a gauntlet to navigate while

Code	Issue	Response
18	**Noise**	As discussed in the Noise Analysis Technical Report prepared for the Final Environmental Impact Statement, the proposed South Mountain Freeway was modeled in the latest version of the Traffic Noise Model (version 2.5). This is a three-dimensional model that factors in elements of the proposed freeway using x, y, and z coordinates. The model did account for the elevations of the freeway, nearby homes, which may be elevated above the roadway, and any recommended barriers between the homes and freeway. This is the same procedure and same model used for other freeway projects in the Phoenix metropolitan area and across the country.
19	**Design**	Drainage studies have been conducted; culverts would be maintained, and new culverts would be installed to maintain flows under the freeway (see Draft Environmental Impact Statement pages 3-58 and 4-101). The drainage design along Pecos Road Surface water could be altered from runoff drainage; seeding the disturbed soils with native vegetative species would help to minimize runoff and erosion. Best management practices associated with the project Stormwater Pollution Prevention Plan would also help minimize runoff.

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opportunistic predators, such as foxes and coyotes, cash in on the parade of traversers. Furthermore, position, size, food sources, and cover are key factors in determining which species will attempt to employ the use of such underpasses. Progressive proposals have been made to create vast corridor overpasses over the I-10 to Tucson. Is ADOT regressing in its thinking? Does it have better data?

The species least likely to traverse a tunnel or bridge corridor would be Road Runners, the Giant Sonoran Desert Toad, Desert Tortoises, Gila Monsters, horned lizards, Chuckwallas, rabbits, squirrels, skinks, low flying birds such as the Gila Woodpecker, the Road Runner, and Gambels Quail. And even if they do, the restricted opportunities to traverse will sharply decrease their genetic diversity and survival chances in the SMPP's ecosystem.

Most of these species are not likely to cross at the proposed Rio Salado Oeste project area either, as they do not inhabit marshes. All of these species have appeared in my back yard. Most of these species are an intimate part of the *nature* evident in the park today. Many of these species migrate daily or seasonally from the mountains to the flatlands. All communicate genetically with the greater Sonoran Desert inhabitants. Bottom line is this: Coyotes and Javelinas are the most likely species to use the tunnel and bridge corridors. Is there any shortage of those? Why has the natural biodiversity, genetic isolation, unbalanced predation, and ecosystem health of the SMPP's fauna not been addressed in the DEIS?

22

Further still, should ADOT decide that a bridge corridor is necessary somewhere in the vicinity of the Pecos Road terminus, what is the strategy for a sound barrier there? I've never seen such a barrier on a bridge outside of central Europe. Bridge corridor, vertical alignment, sound barrier, and ecosystem health are all related. Most significantly, the DEIS avoids altogether the question of what is the goal of the mitigation efforts are. Is to save endangered species? Or is it to maintain the health of the SMPP's ecosystem and natural state?

Let's also not forget that any corridor's effectiveness can be completely thwarted by commercial developments on the Lands of the Indian Nation. Quite frankly, evidence has shown that they just don't care. They'll build a casino where ever they please and recent court challenges have borne out yet again that no agreement with municipalities or the State of Arizona has any affect. Why is that fact completely ignored in the DEIS?

e. Hazardous Materials

15

The current alignment would have the CANAMEX or otherwise highway truckers pass a few yards from my house if it's not torn down altogether. But, then again, ADOT hasn't decided on the true right of way width yet. So we don't know. Why is that? Irrespective of this indecisiveness, the specter of a mishap on the Loop 202 resulting in an errant vehicle carrying hazardous materials rolling down the 22 foot embankment into a residential neighborhood is scary.

23

Why is there no discussion of this vertical alignment issue, especially with CANMEX truckers in mind. The DEIS only discusses general concepts? Isn't the transport of hazardous and harmful materials a key element to the freeway's alignment? How is the above scenario different than the Deck Park Tunnel? Has Homeland Security been

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	advised of this? ADOT instead chose to concentrate this section of the DEIS on the potential to disturb existing Haz-mat sites. How about what the proposed alignment (both horizontal and verticel) creates as far as Haz-mat circumstances and situations? Why hasn't that been considered? f. Visual Resources
24	As mentioned above, the current vertical alignment places the Loop 202 at 22 feet above grade near the terminus of Pecos Road. With another 20 feet of sound barrier on top of that, the remaining front line of homes will be greeted by the view of Hoover Dam to the south. The barrier will be nearly twice as high as the adjacent roof gables. While some folks are worried about their sacred views of mountains not on their lands, taxpayers near the right of way will be greeted by an atrocious industrial strength view. What's the value of that? And why is there no mention of this specter in the DEIS? g. Light Pollution
	The DEIS avoids altogether any discussion of light pollution. Though discussed at various public meetings, ADOT summarily responds with generalizations about mitigation measures. Light pollution is, however, a complex issue poorly understood by administrative agencies such as ADOT. Light pollution is a matter of water vapor, particulate air pollution, and the location and direction of light sources.
25	Merely lowering light standards is laughable. Even thirty foot standards would emit light 52 feet above grade near Parcel D of the Mountain Preserve. Furthermore, vehicle lights traveling in both directions approaching Parcel D of the Mountain Preserve will illuminate the area from higher elevations based on the proposed vertical alignment. Vehicles also emit the very particulates and water vapor notorious for scattering and reflecting light. Particulate emissions from Mexican trucks (CANMEX) will be even higher than domestic commercial diesel trucks.
6 26	Even more important, what will stop the business interests on the adjacent tribal lands from erecting illuminated billboards and jumbotrons? One need only look at the Santa Freeway between I-10 and the Loop 202. Does ADOT think a contract with the Indian Nation not to build such will be upheld in federal court? Recent decisions indicate they won't. And the Indian Nation only cares about revenue, nothing else.
3	I purchased a home in Parcel D of the Mountain Preserve because I can see the Milky Way on many evenings. That is not possible even the Lakewood area of Ahwatukee Foothills. How much is that worth and who gets to decide that? h. Air Pollution
27	As noted above, air pollution is a function of the level of traffic, the type of traffic, even the time of such traffic and the direction of the prevailing winds. There is absolutely no mention of what the pollution levels will be during cool evenings when the truckers dominate and the air is heavy, moving only slowly in the direction of the prevailing winds

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20	**Drainage**	Flood protection levels are dictated by the design class of the highway. In the case of the proposed South Mountain Freeway, it is designated as a Class I. Therefore, flood protection levels would be designed to the 50-year (storm) level. However, as a standard Arizona Department of Transportation practice, the floodwaters developing upstream of the culvert entrance would be reviewed at the 100-year level to ensure "headwaters" do not adversely affect existing properties. (See Draft Environmental Impact Statement page 4-102.) All bridges on major waterways such as the Salt River are designed to maintain minimum water surface elevations at the 100-year level for flood levels and built to structurally withstand the superflood, a flood expected only once in 500 years.
21	**Section 4(f) and Section 6(f)**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
22	**Biology, Plants, and Wildlife**	
23	**Hazardous Materials**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
24	**Visual Resources**	For most of the alignments of each of the action alternatives, the proposed freeway would be elevated above the natural grade of the surrounding land. This elevated profile would allow noise to carry farther, creating noise impacts at greater distances from the freeway. Depressing the profile of the freeway below grade might reduce traffic noise levels adjacent to depressed sections. However, it would be necessary to also construct at-grade noise barriers to achieve noise reduction goals at receiver locations adjacent to depressed freeway sections (see page 4-91 in the Final Environmental Impact Statement). This strategy would reduce visual impacts associated with high noise barriers on elevated freeways, but would entail ground-level noise barriers and their associated interference with views. Thus, with either approach to noise reduction, views of nearby mountains could be disrupted. The specific impacts would depend on sightlines that would be determined by the height of any noise barriers constructed, the intervening topography, and the distance of the barriers from the residences in question.
25	**Visual Resources**	Light from the freeway would be produced from vehicle headlights and taillights and from fixed light poles at interchanges along the freeway. Nighttime users of the park and residents of Ahwatukee Foothills Village may see lines of seemingly crawling vehicles, each with lights front and back. Fixed freeway lighting would be provided for safety reasons only at interchange exit and entrance points. Freeway lighting at these locations would be designed to reduce illumination spillover onto sensitive light receptors such as residential areas (see page 3-58 of the Final Environmental Impact Statement).

(Responses continue on next page)

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28	in parallel with the proposed Pecos Road alignment. Why is this worst case evening scenario not even addressed in the DEIS? i. Temporary Construction Impacts and other Issues Finally, the DEIS statement only obliquely addresses temporary construction impacts. Where is the estimated commute time to get from South Mountain Preserve to the San Tan Freeway? There is no mention of the air quality and local health impact of soil stabilization techniques (lime and potassium chloride), diesel fumes, blasting noise from the mountain gorge, and temporary water drainage measures. Why? How much is living next to a construction site worth? Why does the DEIS summarily avoid the cost impact of implementing all of the mitigation measures on the over cast of the freeway? Could it be because the freeway would never be built if these cost estimated were actually included? Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

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26	**Visual Resources**	The State of Arizona (through the Arizona Department of Transportation) administers an Outdoor Advertising Program as mandated by the Federal Highway Beautification Act. Arizona's program provides regulations for the permitting, placement, and maintenance of outdoor advertising signs along Interstate highways as well as State highways within Arizona. The State statutes (Arizona Revised Statutes §§ 28-7901 through 28-7915) and the State rules (R17-3-701 and R17-3-701.01) provide that the Arizona Department of Transportation must regulate any sign that is within view of, directed at, and intended to be read from the main traveled way of a controlled highway. (A controlled highway is any highway that is part of the National Highway System along with specific State routes. The South Mountain Freeway would be both a State route and part of the National Highway System.) While the Arizona Court of Appeals did decide in November 2011 that electronic billboards violate the 1970 Arizona Highway Beautification Act, a new law was passed by the State Legislature that banned such billboards in much of the state but allowed them in most of Maricopa County and parts of Pinal, Yuma, and La Paz counties. Weeks later, the Phoenix City Council created a zoning ordinance to regulate such billboards on city streets and highways. Chapter 7, Section 705, of the Zoning Ordinance of the City of Phoenix does not permit billboards to occupy public property or to extend across a property line where such property line borders a public highway. Electronic messages are permitted only on land zoned as commercial or industrial or zoned as a nonresidential use in Residential Districts. Under current zoning, this eliminates most, if not all, of the land along the E1 Alternative. Such signs might be permissible along portions of the W59 Alternative. Such signs may not be illuminated between 11 p.m. and sunrise "when (1) located within one hundred fifty (150) feet of Single Family Residential zoned property and (2) visible from such development or property." Erection and operation of any billboards on Gila River Indian Community land would be subject to regulation by the Gila River Indian Community.
27	**Air Quality**	According to the Arizona Department of Transportation, 2013, *Air Quality Assessment South Mountain Freeway 202L Draft Report*, review of wind data from the Gila River Indian Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows and stable atmospheric conditions, wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns tend to flow from the east to the lower elevations along the Gila River. During the warmer hours' improved mixing, flows typically follow the river channel and come from the north and northwest. Likewise, during a 1-month-long meteorological monitoring period (November 20, 2006, through December 21, 2006) at Pecos Road and 40th Street and a second 1-month-long monitoring period at Pecos Road and 24th and 40th streets (April 19, 2007, through May 21, 2007), winds during the morning hours typically were from the northeast. During the warmer hours, and with improved mixing, winds typically were from the west.

(Responses continue on next page)

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28	**Construction**	Temporary construction impacts are described in the Draft Environmental Impact Statement beginning on page 4-161. The freeway construction staging plan for the area along Pecos Road would allow for keeping east–west travel open during construction. One side of the freeway would be constructed while traffic remained on Pecos Road. When complete, traffic would be shifted from Pecos Road to the new freeway. At that time, the other side of the freeway would be built. Therefore, traffic would be able to continue to operate as it currently does during construction. However, temporary detours might be needed during construction. In general, travel times along Pecos Road would remain unchanged during construction. Individual mitigation measures for environmental elements such as blasting and water quality can be found in the respective sections of the Draft Environmental Impact Statement (for example, mitigation related to blasting is in the section *Topography, Geology, and Soils*, beginning on page 4-113.) The mitigation measures proposed in the Draft Environmental Impact Statement are included in the total cost of the proposed freeway, as provided on page 3-59 of the Draft Environmental Impact Statement.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 7/23/13 INCOMING CALL TIME: 1:46 PM CALLER: GEORGE HANNEY CALLER ADDRESS: 7211 NORTH 7TH STREET, APT. B-40, PHOENIX, ARIZONA 85020 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I fully support the freeway, I think this is the best idea that's come along in a long time. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/20/13 INCOMING CALL TIME: 3:31 PM CALLER: ANNETTE HANNON CALLER ADDRESS: 1521 W. HARMONT DRIVE, PHOENIX, ARIZONA 85021 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** And yes I support the South Mountain freeway. Thank you. Good luck. Bye bye.

Code	Issue	Response
1		Comment noted.

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From: Projects
To: ADOT
Subject: FW: NO BUILD!!!! LOOP 202
Date: Monday, July 01, 2013 8:44:29 AM
Attachments: image001.png

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov
ADOT Communications

From: tammyhansen@cox.net [mailto:tammyhansen@cox.net]
Sent: Saturday, June 29, 2013 11:15 AM
To: Projects
Subject: NO BUILD!!!! LOOP 202

Dear AZDOT,

We are writing in regards to the issue of 202 extension from Ahwatukee to Laveen. Let us begin by saying that we do not support this freeway. NO BUILD of the 202.

Here are many of the reasons we disapprove of the 202 extension on Ahwatukee land.

1 1. COMMUNICATION - We are a resident of Ahwatukee since 1999. We can honestly say that it wasn't until about 5 years ago when we first heard of this 202 freeway. We are disappointed in the lack of communication to home buyers, home builders. How many years did you keep quiet with NO mention of this within the news or information given to the residents to follow up on this issue? That is completely unacceptable as a resident of Maricopa and Arizona.

2 3 4 2. DRAGGING FEET – We are also disappointed in the long time extension of this project. ADOT presented this, and it was voted yes back in 1988. We are now 2013. This is a completely unacceptable time line to get a project completed. 1988 to present time has had Ahwatukee grow in people, homes, schools, and businesses. It is a completely different life here now. It is completely different demographics, people, life. This vote should be completely NULL and VOID. We suggest you vote again and see if it would pass with todays people living here. Relying on this 1988 vote today is like taking a vote of people in say NYC to approve a freeway here in PHX. It is ridiculous and absurd.

Code	Issue	Response
1	**Public Involvement**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
2	**Purpose and Need**	The Southwest Loop Highway—the South Mountain Freeway predecessor—was integral to the Regional Freeway and Highway System approved by Maricopa County voters in 1985. Although other facilities were considered a higher priority early in development of the Regional Freeway and Highway System, the South Mountain Freeway has been included in every subsequent update. The same route was approved by the State Transportation Board in 1988. In 2004, Maricopa County voters approved Proposition 400, which was designed to fund completion of the remaining segments of the Regional Freeway and Highway System, including the proposed South Mountain Freeway (Final Environmental Impact Statement page 1-21).
3	**Purpose and Need**	It is not within a City's or State's right to deny building permits to developers who meet all requirements and want to develop their land. In 1996, the Maricopa Association of Governments Regional Council approved the Red Letter Process to provide early notification of potential development (including plans, zoning, and permits) in planned freeway alignments. In addition, the Arizona Department of Transportation works closely with Cities and Counties during the environmental impact statement process to encourage developers to reserve land for future transportation improvements. In some cases, when the developer is willing, the Arizona Department of Transportation has been able to purchase a portion of the land through advanced acquisition (see Final Environmental Impact Statement pages 3-53, 4-13, and 4-48).
4	**Public Involvement**	No public vote was held as part of the Draft Environmental Impact Statement review process. Members of the public were encouraged to participate and submit their comments on the Draft Environmental Impact Statement during the 90-day comment period.

Code	Comment Document
5	3. AIR – We live one mile from Pecos/202. I have a daughter that have cardio-thoracic disease. She had open heart surgery when she was 9 days old. She continues to deal with heart and lung issues. If you build, we would bet that it would take years for you to start and complete this project. Your history supports this. So, for an unnumbered of years, during the destruction and then construction, the land will be turned over and disrupted.
6	We would place a bet on the increase number of lung related problems in the residents, including and not limited to asthma and valley fever. Especially with those that have underlying conditions and this could result in hospitalization, and possibly death, especially
7	for residents like our 12 year old daughter! Can you imagine the law suits and class action suits you will possibly incur from residents? We are not ones to sue, but we are only speculating from a realist point of view. The air quality I am referring to is only from the construction process, not from the traffic of living by a freeway. That is a whole other topic....
8	4. AIR – TRAFFIC. There will be an increase in pollution and various other road mishaps that will lead to terrible air quality in Ahwatukee. And with many schools within less than a mile from the highway, you are affecting children and their long term health! Your studies are actually unsupported and cannot be relayed into this project.
9	5. CRIME – We cannot begin to tell you the fear of increased crime for me, my family and friends here in Ahwatukee with a major freeway so close to our homes. We KNOW that more crime happens within freeways because of the access to it for getaways, and bringing more people to the area. It scares me. We also wonder how many illegals will be using this road to get from Mexico to other areas in Arizona and beyond. We are not speculating, you know this is a very valid concern.
10	6. SOUTH MOUNTAIN – Please save South Mountain Preserve. It should not even be considered to change the landscape of a state park and sacred land. A freeway is not worth the destruction of our landscape.
	These are just a few issues that come to mind right now. I know there are many other reasons too, stemming from our quality of life and values of homes both decreasing.
	Here is what we want ADOT to do:
4	1. Re vote! We demand a re-vote by the people in Laveen and Ahwatukee directly affected by this freeway. We think a vote today is the only valid decision. The previous vote of this build should be VOID. That is too many years to sit on it, and now think you can act on it. Things have changed. It is not apples to apples. You must cut your losses and move on with new ideas.
11	2. If the road must happen, Other Routes ONLY be on the list. Ahwatukee destruction of

Code	Issue	Response
5	**Construction**	The Arizona Department of Transportation is evaluating construction delivery methods for the proposed freeway. One concept is to deliver it as a single design-build project. This method would expedite the construction duration for the entire project to around 3 to 3.5 years. Another concept would be to deliver the project in a more traditional method breaking the 22-mile corridor into nine segments (each 1 to 3 miles long) and constructing them in phases. Each segment would be under construction for 1 to 3 years and the total construction duration for the entire corridor would be 5 to 6 years. A discussion of construction implementation is provided beginning on page 3-59 of the Final Environmental Impact Statement. Any particular area of the Preferred Alternative would not be expected to see construction activities beyond an approximate 2-year period. Potential construction-related air quality impacts and mitigation are described in the Final Environmental Impact Statement, beginning on page 4-164.
6	**Construction**	Detecting the fungus responsible for valley fever in soils is not practical at this time. However, to reduce the amount of construction dust generated that could carry the fungus, particulate control measures related to construction activities would be followed. The following mitigation measures would be followed, when applicable, in accordance with the most recently accepted version of the Arizona Department of Transportation *Standard Specifications for Road and Bridge Construction* (2008). Prior to construction and in accordance with Maricopa County Rule 310, Fugitive Dust Ordinance, the contractor shall obtain an approved dust permit from the Maricopa County Air Quality Department for all phases of the proposed action. The permit describes measures to be taken to control and regulate air pollutant emissions during construction (see page 4-173 of the Final Environmental Impact Statement).
7	**Health Effects**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
8	**Air Quality**	
9	**Neighborhoods/ Communities**	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
10	**Section 4(f) and Section 6(f)**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
11	**Alternatives, E1 Alternative**	

Code	Comment Document
3 12	homes, a church, etc. should be eliminated from the discussion! We demand that ADOT work harder and we demand you all come to agreement with Gila River for a route through the land just south of us. We are sure there is an agreement that can be made. We think negotiations should continue. Perhaps you need to get some fresh people to the negotiation tables...with fresh perspectives, ideas, and faces. We are surprised it has come to this in this point of time. You must believe there are better ways, please take the time to FIND them and act on them. This is not for the good of the majority affected by this freeway. You must step back and move in a different direction. Re-vote and re-negotiations with Gila River! Thank you for your time. Sincerely, Scott and Tammy Hansen tammyhansen@cox.net Residents of Ahwatukee, 28th and Chandler Blvd. area., since 1999. --- Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments. .

Code	Issue	Response
12	**Alternatives, Gila River Indian Community Alignment**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

LOOP 202
South Mountain
Freeway Study

2013

Draft Environmental Impact Statement
COMMENT FORM

Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.

ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

It is helpful to ADOT to receive comments on:

- A particular alternative, environmental impact assessment, and/or draft mitigation.
- Any information you feel is incomplete or incorrect.
- How the proposed action would affect you.

Comments must be received or postmarked by July 24, 2013.

1 2 3 4 (1) I live approx 1.5 miles north of proposed alignment (Pecos Rd). Freeway will degrade air quality, increase noise level, and increase traffic in an approx 1 mile wide corridor north of Pecos. Will see increase in crime.

5 (2) Recommend finalizing of EIS be delayed for 5 yrs to allow GRIC more opportunity to consider the freeway. Economics will move GRIC to develop commercial along south border of City of Phoenix, hence opportunity for freeway.

6 (3) The EIS needs to look @ an alignment south of GRIC

Optional

Name: Larry Hansen Email: lhansen2@msn.com

Address: 2142 E. Goldeneyed St

City: Phx State: Zip: 85048

Phone: 480-759-5179 Fax:

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov **or mailed to:** ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)

ADOT U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Noise**	
3	**Traffic**	In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system, including the shift of access to Foothills Reserve and Calabrea from Pecos Road to Chandler Boulevard. The City study found no adverse effects on the local street system from the freeway (see Appendix 3-1 in the Final Environmental Impact Statement).
4	**Neighborhoods/ Communities**	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
5	**Alternatives, Gila River Indian Community Alignment**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
6	**Alternatives**	The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other "loop" freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. The State Route 85/Interstate 8 Alternative was evaluated for the proposed project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/17/13 INCOMING CALL TIME: 10:19 AM CALLER: DALE HANSTON CALLER ADDRESS: 14 E. GALVESTON STREET, GILBERT, AZ PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the development of the South Mountain Freeway. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Sierra Club on behalf of David Harbster
To: Projects
Subject: Requesting a delay for further study and input of the S.Mtn. Freeway proposal
Date: Wednesday, July 24, 2013 7:18:42 PM

Jul 24, 2013

Arizona Department of Transportation South Mountain Study Team
1655 W Jackson St, MD 126F
Phoenix, AZ 85007

Dear South Mountain Study Team,

(1) I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.

(2) (3) I am deeply concerned the proposed South Mountain Freeway will contribute to the serious problems we are having with our air quality and further exacerbate the ever-increasing nighttime temperatures we are enduring. Just recently, in our neighborhood, an all-time temperature reached 97.8 degrees F at 9:37 pm.

Further, the current Urban Heat Island Effect we have will likely increase its perimeter due to the effects of usage of the proposed freeway, and the likely making of large-surface-area parking lots. It is a given, commerce will follow the highway. No doubt, a freeway and more parking lots and buildings would increase ambient air temperatures. How could it not?

(4) Another concern we may be creating problems from the freeway we don't have the means to correct over time as matters mentioned above could, and likely will, become worse. Having seen the innumerable environmental problems that have significantly impacted the health of the public since freeways came to our region, such problems will increase geometrically with even more freeway surface and the externalities that result from it.

(5) (6) (7) (8) (3) South Mountain Park is already an recreational desert ecosytem that has been negatively impacted by overuse. I laud the park rangers for their efforts and the quality of the desert park has declined. As a user of the park for many, many years--arriving in Phoenix in 1948 as a baby--I have seen much erosion of the trails and the despoiling of plants and the harming and killing of native wildlife. Now possibly adding a major freeway nearby, further disrupting the park with pollutants that afternoon winds will bring to the surrounding communities. Moreover, it is inevitable there will be even more light pollution, noise, and increase its nighttime temperatures.

My hope is this proposal will be delayed to further study the likely problems we may not be able to correct in the future. Moreover, I am requesting more public input for alternative means to resolve what could be a major crisis from the synergy of current environmental problems with new ones we can't even imagine at this point.

(2) (4) At some point what are the limits of such freeway use and its effects? What can we look forward to in a positive way what the proposed freeway will provide. Will the air be cleaner to breathe? Will our health

Code	Issue	Response
1	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Air Quality**	
3	**Heat Island**	As buildings, parking lots, roads, and other infrastructure replace open land and vegetation, an urban heat island may result. The heat island effect is of a regional nature and, therefore, there is no requirement to analyze potential impacts and no possibility of determining the localized contribution at the project level to the regional heat island effect. It is likely, however, that a proposed project such as the South Mountain Freeway would be a minor contributor to the overall issue.
4	**Health Effects**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Section 4(f) and Section 6(f)**	
6	**Biology, Plants, and Wildlife**	
7	**Air Quality**	According to the Arizona Department of Transportation, 2013, *Air Quality Assessment South Mountain Freeway 202L Draft Report*, review of wind data from the Gila River Indian Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows and stable atmospheric conditions, wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns tend to flow from the east to the lower elevations along the Gila River. During the warmer hours' improved mixing, flows typically follow the river channel and come from the north and northwest. Likewise, during a 1-month-long meteorological monitoring period (November 20, 2006, through December 21, 2006) at Pecos Road and 40th Street and a second 1-month-long monitoring period at Pecos Road and 24th and 40th streets (April 19, 2007, through May 21, 2007), winds during the morning hours typically were from the northeast. During the warmer hours, and with improved mixing, winds typically were from the west.
8	**Noise**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

(Responses continue on next page)

Code	Comment Document
	improve? There just are too many questions to yet to ask and how will we deal with the resulting problems from such a project and who REALLY stands to benefit? Sincerely, Mr. David Harbster 6222 W Del Rio St Chandler, AZ 85226-1707 (480) 961-1097

Code	Issue	Response

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain 202 Loop
Date: Monday, July 22, 2013 11:53:14 AM

FYI

From: Clint Harder [mailto:clint.harder@gmail.com]
Sent: Monday, July 22, 2013 11:48 AM
To: Projects
Subject: South Mountain 202 Loop

I am writing to articulate my concerns about the South Mountain 202 Loop project. I am sensitive to the fact that decisions of this size and nature must consider myriad constituents. However, I do not think nearly enough has been done to detail the attempts, if they exist, to minimize the effect of the freeway on the affected community.

1 2 3 4

As a community member, I am concerned with the increased air pollution, noise pollution, visual pollution, and traffic that this will represent. While there is some mention of air pollution in the draft EIS, there is little to no mention of the other items. Some of my questions:

2

- Are there plans in place to mitigate the noise and visual pollution?
- Where is traffic to Foothills Reserve going to be routed?
- How is traffic going to be routed during construction?

5

I could actually see myself (and many of my neighbors) supporting the project if we had easy access and acceptable answers to these questions. We have not seen any of this to date. In a situation like this, the details matter, significantly. Without them, I simply cannot support the project.

6

Finally, I do have some concern about the effect on South Mountain Park. My understanding is that the far west area of the park will be "shaved" to make this project happen. This as well seems fairly short-sighted and not well planned out or communicated. I was surprised when moving to Phoenix how conscious people seemed to be of open space and preservation of it. These seems like a step in the wrong direction.

7

In short, until these questions are satisfactorily answered, I will be opposing the project and will be doing whatever I can to limit its progress.

Clint Harder
15405 S. 18th Ave.
Phoenix, AZ 85045

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Code	Issue	Response
1	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Noise**	
3	**Visual Resources**	Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-169 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.
4	**Traffic**	In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system, including the shift of access to Foothills Reserve and Calabrea from Pecos Road to Chandler Boulevard. The City study found no adverse effects on the local street system from the freeway (see Appendix 3-1 in the Final Environmental Impact Statement).
5	**Visual Resources**	Final Environmental Impact Statement page 4-161 of the mitigation section for visual impacts lists four measures that could be taken to mitigate the visual impacts of overpasses: · placing landscape treatment on the periphery of right-of-way areas at overpass locations as well as at other areas adjacent to residential development · using earth colors for overpasses, retaining and screen walls, and noise barriers · using bridges and overpass structural systems that help unify a visually complex landscape · minimizing structural sizes and/or recessing the face of structural members from the edge of the roadway to reduce real or apparent breadth of structures Additionally, Final Environmental Impact Statement page 4-162 has nearly a full page discussing how structures are aesthetically treated and how the public could be directly involved in developing aesthetic treatments.
6	**Traffic**	The extension of Chandler Boulevard west of 19th Avenue is included in this project because reasonable access must be maintained to the neighborhoods at the west end of Pecos Road (see Figure 3-33 on page 3-57 in the Final Environmental Impact Statement). Early in the study process, a travel interchange at approximately 27th Avenue was evaluated but ultimately eliminated because of increased residential displacements and cost. The freeway construction staging plan for the area along Pecos Road would allow for keeping east–west travel open during construction. One side of the freeway would be constructed while traffic remained on Pecos Road. When complete, traffic would be shifted from Pecos Road to the new freeway. At that time, the other side of the freeway would be built. Therefore, traffic would be able to continue to operate as it currently does during construction. However, temporary detours may be needed during construction. (See Final Environmental Impact Statement page 3-27.)

(Responses continue on next page)

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7	**Section 4(f) and Section 6(f)**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

4256

speed rail to --

THE FACILITATOR: Thank you, Ms. Barker, I'm sorry, your three minutes have run.

MS. BARKER: -- killing the citizens, just to satisfy old ADOT.

THE FACILITATOR: I'd like to welcome our next speaker, Travis Hardin.

Welcome, Mr. Hardin, you have three minutes.

1 MR. HARDIN: Thank you. To the committee that sits here today, I'm definitely in favor of this Loop 202 transition. I believe this is going to do two major things: One thing that's focused on is the congestion coming from the Southwest Valley, as well as the West Valley. I think you free up a lot of travel time, travel space for those community members that are in the Laveen area, Tolleson, Avondale. I think you're going to clear up with this project, with the proposed being a yes, I think you're going to clear up more room for retail. I think this brings a lot of retail opportunity for the Southwest Valley, and then you also -- you open up areas for the East Valley to meet with the West Valley. I'm not a native of Arizona, but you often hear about people in the West Valley saying they don't know much

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1		Comment noted.

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about the East Valley, and people in the East Valley saying they don't know much about the West Valley. And I think what you're doing is bringing one community together from east to west and allowing those people to come together as one, which is what Arizona is all about. In order to be one Arizona, we have to connect east to west and stop living as if we're East Coast to West Coast in our own community here in Arizona.

I'm in favor of this project. It will lessen the congestion in the West Valley, and also will speed up some of the downtown traffic into downtown Phoenix and away from downtown Phoenix, during the rush hours, in the a.m. and the p.m. hours. Thank you.

THE FACILITATOR: Thank you, Mr. Hardin.

Good afternoon, everyone, we have seated a new panel for the 4:00 p.m. to 6:00 p.m. slot, Matthew Burdick from ADOT, Al Hansen from the Federal Highway Administration, and Steve Beasley from ADOT.

Those of you in the room, if you are planning to speak, please make sure that you register at the registration desk just right outside the door. Your name will appear on the screen and we will call you at that point. Also be advised to treat all the

Code	Issue	Response

Code	Comment Document

From: Sierra Club on behalf of Audra Harding
To: Projects
Subject: Comments in opposition to South Mountain Freeway
Date: Tuesday, May 28, 2013 2:45:03 AM

May 28, 2013

Arizona Department of Transportation South Mountain Study Team
1655 W Jackson St, MD 126F
Phoenix, AZ 85007

Dear South Mountain Study Team,

(1) I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.

(2) The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer.

(3) ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.

(4) South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks.

(5) As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.

(6) The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities.

(7) By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.

(8) The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center. How is it that we have roads and bridges in poor repair and yet you can come up with the money to build this monstrosity?

(1) Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.

Sincerely,

Ms. Audra Harding
6825 W Drexel Rd
Tucson, AZ 85757-9561

Code	Issue	Response
1	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
3	**Alternatives**	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the *Regional Transportation Plan* and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
4	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Health Effects**	
6	**Section 4(f) and Section 6(f)**	
7	**Biology, Plants, and Wildlife**	

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
8	**Neighborhoods/ Communities**	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.

Code	Comment Document

From: Sierra Club on behalf of Henry Harding
To: Projects
Subject: Comments in opposition to South Mountain Freeway
Date: Tuesday, June 18, 2013 9:34:45 PM

Jun 18, 2013

Arizona Department of Transportation South Mountain Study Team
1655 W Jackson St, MD 126F
Phoenix, AZ 85007

Dear South Mountain Study Team,

1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.

2 Objection to the South Mountain Cut
I am against the proposed building of the extension that would cut through or near to some of the most beautiful and natural habitat of The Valley of the Sun. People still use that area as a backdrop for Commercial Photography because of its uniqueness. A highway through it would be like a wart on the nose of a beautiful model.

3 I attended the meeting in downtown Phoenix at the Convention Center. While there one of the transportation staff members who said that within 10 years the dollars spent on Highways (70%) and Public Transportation (30%) would reverse from their current expenditure. This means that in a relatively few years there will be a major shift away from highways. In the interim period the expectation is to spend billions of dollars for highway miles that will be obsolescent when completed. It would be a far better investment to put those dollars into that which will be worth more in the future. I would do that and so would anyone who hopes to profit from their effort.
An investor would be far better off investing in something that promises to have a higher yield at the end. That is what I expect when my money is invested and this project is proposing to spend gobs of my money on something that you and I both understand to be an unsound investment. You know the tide is turning and yet the ship keeps going on. Wouldn't it make more financial sense to invest in the future instead of the past?
An investment in Public Transportation would yield more than the same investment in highways. To take an example, look at our light rail system in Phoenix. The ridership is twice that of what had been projected and it has since the beginning. Why is that? It is because the people of the city innately understand it to be a better method of transportation than the local government thought it was. People vote with their dollars and actions. Sure there were the chiding resisters of change, but they are silent now about light rail. The actions or votes of the Native Americans on the reservation spoke loudly that they do not want this thing on their land. Why would they want it even near their land if they already voted not to have it on their land? They wouldn't. The ship of bureaucracy turns very slowly and often runs aground.
There are 11 cities in the United States that have subway systems, one has three systems and another has two. Cities much smaller than Phoenix have Subways. Most are on the East Coast. Two are in the Mid West and two on the West Coast. They all started with light rail systems, but, because of infill they could no longer afford to take

Code	Issue	Response
1	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Section 4(f) and Section 6(f)**	
3	**Purpose and Need, Lack of Support**	

Code	Comment Document
	land from people so they had to go underground or above ground. Seven, or half of all the American Subways, were finished after 1955, which is to say they are recent additions. Three were built before 1900 and not much before either. A subway system in Phoenix could use old railroad land as well as anywhere underground. In the Boston System (MBTA) you can take the subway from Providence, Rhode Island to Portsmouth, New Hampshire. Outside of the city it is surface running. Imagine that you could take a subway train from Sun City to Tucson. It would be much safer than driving the same way on I-10. Speeds could be very high, 150MPH or more. It could be like the Bullet Train in Japan (200+MPH). It would be way cheaper to build than continually widening the highways with the potential of massive highway deaths at the speeds people drive, to Tucson especially.
4 5	The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including Public Transportation. The only way to effectively reduce highway congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them which another highway would do. How does Japan have half the population of the Unite States in the space of Illinois and still get them to work and home without highways? They do it by rail.
6 7	South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.
8 9	The freeway would also negatively affect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.
10	The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers at a time when we should be conserving fuel and making smarter and more efficient choices. Its construction would continue ADOT's trend of unwittingly forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from their jobs. When I came to Phoenix 15 years ago I had a job. So the logical thing to do was to live close to where the work was to minimize cost. For those 15 years I have been able to walk or ride a bicycle to work. The amount of saving for us has been so much annually that we could afford trips to Europe and other places every year and stay for three weeks. My job is not senior executive or even junior executive, but the value in savings and exercise allows me to be healthier, thinner, wealthier and more traveled than my contemporaries. At a time when the dollar's value is falling, gas prices are soaring and incomes are tightening our purpose should be to make wise choices for those who depend on us as civil servants to make their transition to the future easier as well as fiscally and physically more healthful.

Code	Issue	Response
4	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
5	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
6	**Air Quality**	
7	**Health Effects**	
8	**Section 4(f) and Section 6(f)**	
9	**Biology, Plants, and Wildlife**	
10	**Neighborhoods/ Communities**	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.

Code	Comment Document
1	Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you. Sincerely, Mr. Henry Harding 304 W Coolidge St Phoenix, AZ 85013-2713 (602) 279-6250

Code	Issue	Response

Code	Comment Document

4332

a resident of Laveen. I'm very much in favor of the freeway. We moved out there nine years ago and waiting for the freeway to be built, and we moved out there hoping to raise our family out there with a lot of other amenities and the freeway has been holding this up. So we know that with the building of the freeway, there will be many amenities for us and the family and the whole community to use.

We live about a half mile from there, from the freeway, and it would be great access for us. And what else was I going to say? Oh, we're in favor of the 59 west alignment, but we also would be in favor of a -- potentially a parkway tying in the 101. What else? Anything else? I think that's it.

MR. HARDING: I'm Henry Harding and I live at 304 West Coolidge Street here in Phoenix, 85013. I'm not really in favor of this section of the 202. It's just -- if we promulgate more and more highways -- now, I talked to Ben over there. He said that we would save 40 million gallons or -- yeah, I think 40 million gallons of oil every year or gasoline every year.

What if we didn't do that and people start -- took the amount of money that would take to build this section of road and educated the people

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www.drivernix.com

Code	Issue	Response

(Comment codes begin on later page)

Code	Comment Document

1 that if they didn't drive, if they do what I do,
2 live, walk to work, ride their bicycle to work, they
3 would save so much more time and money. The example
4 I always use is I can either commute to work or I can
5 take a trip to Europe every year. And it would be --
6 well, if I -- if I took an airplane there, I probably
7 would be using about the same amount of gas either
8 way. But I'll tell you what, going to Europe is a
9 lot more fun.
10 And it's not nearly as healthy to drive.
11 I rode my bicycle here today, as you see. And so to
12 get around, you go shopping, that's what I do. I use
13 my bicycle for most of it. I go grocery shopping. I
14 pick up a good-size grocery sack and I can put one in
15 my backpack and I can carry that.
16 Also, that highway goes through a very
17 lovely valley. For many years that -- the San Juan
18 Valley in South Mountain Park, that area, the west
19 end of it was used as an area for photographers to do
20 whatever kind of photography, automobile,
21 motorcycles, models, any kind of photography. It's a
22 lovely place to photograph. And I've hiked in that
23 region a lot. I hate to see another highway, another
24 stinking highway in a place that really is lovely.
25 Watching the sunrise come up during

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Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document

1

1 winter go right up the Gila Valley or down the Gila
2 Valley in my case. It's absolutely gorgeous. I
3 don't like listening to the cars that are there now.
4 Having eight lanes of cars, that's just heinous.
5 Yeah, I -- I'm a member of the Sierra
6 Club also, but then again, I'm also a member of the
7 National Rifle Association. I am a conservative, but
8 I -- because of my personal history, I've been
9 educated in such a way to look at things a much more
10 global feel. And so when I look at the expansion of
11 ridership on highways, I realize that what we're
12 doing is we're taking it away from someplace else
13 that we could be doing that could probably be a lot
14 more effective. Rapid transit, trains. I look at
15 other cities.
16 I'm originally from one of the large
17 eastern cities and there they have rapid transit that
18 is just spectacular. I'm originally from Boston.
19 And I know a friend of mine, she takes the train to
20 go to work in Boston and it's very easy. She gets on
21 the train. She can work on the train while she's
22 commuting there and get a little bit of work done
23 while she's going to and from. And then when she
24 gets there, she's at work so she doesn't devote a
25 great deal of her personal time to getting from one

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Driver and Nix Court Reporters - (602) 266-6525
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Code	Issue	Response
1	**Alternatives, Nonfreeway Alternatives**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

1 place to another. If you're driving a car, you
2 better be watching the road.
3 And so, Lord knows we have an awful lot
4 of diversions while we're driving now, cell phones
5 and texting and digital billboards to interfere with
6 it. Are we going to have to live with that too out
7 there? I don't want to see that out there. I'm not
8 really against the highways that exist, but I think
9 that putting the money that we would put into that
10 into educating the people, that they could do a
11 better thing with their lives than sitting behind the
12 wheel of a car. Just a silly thing. I just -- I
13 don't see that. I couldn't see that for myself, and
14 fortunately I don't have to because when I first came
15 here, I knew where I was going to work and I said I'm
16 going to be living right there too. I told the
17 Realtor that I'm going to be within four miles of my
18 work, and that's the way it's been ever since I've
19 been here for 15 years.
20 When I was in California, I was stationed
21 at Travis Air Force Base and I used to commute by
22 bicycle there eight and a half miles. It was a
23 lovely ride because it was out across the fields and
24 you see the cows and you see the hills and all that
25 going to work. It was wonderful.

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Code	Issue	Response

Code	Comment Document

1 If we did that sort of thing, we would be
2 able to cut down the amount of cardiovascular disease
3 that we have, we would reduce Alzheimer's. All these
4 terrible diseases. We would do away with all of
5 that. We could eliminate a lot of these diseases, or
6 decrease them certainly. Guess I can't think of
7 anything else.
8 MS. KEENAN: Erika Keenan, E-r-i-k-a
9 K-e-e-n-a-n, Laveen, Arizona. I took time off from
10 work today to come down to speak, and I said my three
11 minutes, and I was cut off at my three-minute mark.
12 I understand why rules are in place, but the panel
13 had been sitting there for at least 20 minutes with
14 no one to speak, and I was the only one next in line
15 to speak, so I'm not sure why they couldn't have
16 given me the courtesy of letting me finish what I had
17 to say, especially since we're taking our personal
18 time to come down and say this and there was nobody
19 else around. Thank you.
20 UNIDENTIFIED SPEAKER: We live on Pecos
21 Road on the street right there, and it's right next
22 to, you know, where the highway would be or -- and on
23 the other side of that would be the Indian
24 reservation where they're struggling to come to a
25 decision. And I've lived there for about nine years,

Code	Issue	Response

Code	Comment Document

From: Sierra Club on behalf of Henry Harding
To: Projects
Subject: Comments in opposition to South Mountain Freeway
Date: Wednesday, July 24, 2013 6:39:37 PM

Jul 24, 2013

Arizona Department of Transportation South Mountain Study Team
1655 W Jackson St, MD 126F
Phoenix, AZ 85007

Dear South Mountain Study Team,

(1) I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.

(2) In talking with one of the transportation personnel at the meeting downtown he said that in the next ten years the expenses of transportation are greatly going to change from 70% to roads and 30% for mass transit to 30% for roads and 70% for Mass Transit. If this is the case we would be throwing my money into something that is going to be obsolete before it is finished. It would be far wiser to put that money now into mass transit.
I come from one of those big back eastern cities Boston. Look at the problems they are still having with gridlock after spending billions of taxpayers dollars to undo what the great minds of the 60's thought was going to be a the wave of the future having a big highway run through the middle of the most congested part of the city. All the while the rapid transit was getting the job done of moving hundreds of thousands to millions of people every day to and from work and home. Their mass transit is just one example of how necessary mass transit is to any city with a mind to grow and become a major player in the world market of cities. Phoenix is bigger than Boston. Every major city in the world has a mass transit system. Look at Europe as another example, Japan, Russia. In Japan you cannot drive effectively anywhere. They have cars, but if you want to go somewhere you take the train or you fly. Often you have to take a ferry because of the landscape.
(3) (4) The proposed freeway solves little and damages a lot. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.

(5) (6) South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.

(7) (8) The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be

Code	Issue	Response
1	**Alternatives, Nonfreeway Alternatives**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
4	**Alternatives**	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the *Regional Transportation Plan* and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
5	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
6	**Health Effects**	
7	**Section 4(f) and Section 6(f)**	
8	**Biology, Plants, and Wildlife**	

Code	Comment Document
	destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.
9	The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.
1	Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.
	Sincerely,
	Mr. Henry Harding 304 W Coolidge St Phoenix, AZ 85013-2713 (602) 279-6250

Code	Issue	Response
9	**Neighborhoods/ Communities**	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South mountain freeway
Date: Tuesday, July 16, 2013 10:08:00 AM

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov

-----Original Message-----
From: Pam Hare [mailto:pami27@aol.com]
Sent: Monday, July 15, 2013 7:47 PM
To: Projects
Subject: South mountain freeway

1 I live on Dusty lane is this still in the proposed path? will Dusty lane still be effected no matter what?
When will you be considering buying out? We are in favor of the proposed freeway.
Thank you
Pamela Hare

Sent from my iPhone

_____

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Code	Issue	Response
1	**Acquisitions and Relocations**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 7/23/13 INCOMING CALL TIME: 3:50 PM CALLER: JEAN HARLAN CALLER ADDRESS: 2547 EAST ANTON LANE, PHOENIX, ARIZONA PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 INCOMING CALL TIME: 5:31 PM CALLER: DOUG HAROLD CALLER ADDRESS: 565 W. PARK AVENUE, GILBERT, AZ 85234 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I am calling to support the freeway. Thank you very much.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Loop 202 extension
Date: Friday, June 28, 2013 9:07:00 AM
Attachments: image001.png

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov
ADOT Communications

From: Harris, Jim (MCOE) [mailto:Jim.Harris@Honeywell.com]
Sent: Friday, June 28, 2013 7:39 AM
To: Projects
Subject: Loop 202 extension

1 2 3 4 5

I am a bike rider and live in Ahwatukee because of the isolation from the extreme traffic of Phoenix. We do not need this freeway. I commute (car) everyday to downtown Phoenix and I don't see a problem. Freway traffic is fine except for the number of trucks that have been causing many accidents of late. The extension will become a eye sore for our community as it will become a truck bypass contributing to more traffic and noise. I don't think that was the original intent of the Freeway. It needs to be built somewhere else if it is to be a truck bypass. Maybe through south side of Estrellas or something similar.

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Code	Issue	Response
1	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Visual Resources**	Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-169 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.
3	**Purpose and Need, Truck Bypass**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
4	**Noise**	
5	**Alternatives**	The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other "loop" freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. The State Route 85/Interstate 8 Alternative was evaluated for the proposed project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.

Code	Comment Document
1	Angela Harris — Document Created: 7/5/2013 5:41:53 PM by Web Comment Form Clearly this proposed South Mountain Loop severely impacts a sovereign group of people who depend on this Muhadag Do'ag or Southern Mountain Range for their very survival. Without this sacred place intact, they lose their cultural identity and very existence. This proposed plan would therefore be a pre-empted attempt at ethnic cleansing. White people in America have already done so much to cripple and kill Native people who inhabited this land before we occupied it. How can you argue that this proposed project would not impact cultural resources in a total and unacceptable way? These are people's LIVELIHOODS on the line. They have had to endure enough already. The impacts are unacceptable because they would cause cultural obliteration.

Code	Issue	Response
1	**Cultural Resources**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
1 2	Roger Hart Document Created: 5/22/2013 10:55:37 AM by Web Comment Form Our comment is for a NO BUILD of the 202 South Mountain freeway due to environmental and crime reasons. Roger

Code	Issue	Response
1	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Neighborhoods/ Communities**	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Loop 202 South Mountain Freeway Study
Date: Monday, July 15, 2013 2:03:42 PM
Attachments: image001.png

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov
ADOT Communications

From: Jeanne Hart [mailto:mondayitisnomore@cox.net]
Sent: Monday, July 15, 2013 2:02 PM
To: Projects
Subject: Loop 202 South Mountain Freeway Study

LOOP 202 SOUTH MOUNTAIN FREEWAY STUDY

Reasons for a "***NO BUILD OPTION"*** of the Loop 202 South Mountain Freeway are as follows:

1 2
- The highway will become the CANAMEX Highway from Mexico to Canada which will allow the transport of hazmat materials through our community. Chemicals such as sulfuric acid, gasoline, and especially chlorine gas would be disastrous. Evacuation would be extremely difficult and would have a health and death impact. In order to mitigate this catastrophe shelters would have to be built in the community. An accident on the highway is all that is needed for the release of these toxic chemicals. Let alone that the tax payers would be responsible for the cleanup.

3 4
- The highway is all about moving trucks through the valley from Mexico. They use high sulfur diesel fuel which is not allowed to be sold in this country.

5 6
- The highway will create dangerous air pollution due to transportation exhaust which is known to cause cancer. The Ahwatukee Foothills is at present one of the least polluted communities in the valley.

7
- ADOT spent $43,000,000 buying property along only one route (59th Ave.) since 1988, and not any other route. This shows bias toward their opinion of the proposed route. The study and legal process should have been concluded before the purchase of property. They violated this legal obligation.

8
- Use of 2005 data in the study is not valid any longer. They did not use the most current, updated and scientific data that is required by law. What about

Code	Issue	Response
1	**Purpose and Need**	The proposed freeway would not be part of the CANAMEX Corridor. The locally-preferred CANAMEX Corridor is to follow Interstate 10 from Tucson to Interstate 8 near Casa Grande, Interstate 10 west to State Route 85 near Gila Bend, State Route 85 north to Interstate 10 northwest of Buckeye, Interstate 10 west to Wickenburg Road, Wickenburg Road to Vulture Mine Road west of Wickenburg, and then connect with the planned US 93/US 60 Wickenburg Bypass. Additionally, the proposed freeway would not offer shorter travel times. The CANAMEX Corridor's proposed routing avoids any congestion associated with the Phoenix metropolitan area (see Final Environmental Impact Statement page 3-64). Recent studies completed by the Maricopa Association of Governments, including the Interstate 10/Hassayampa Valley Roadway Framework Study and the Interstates 8 and 10/Hidden Valley Transportation Framework Study, have further defined the long-range planning for the CANAMEX Corridor in Arizona.
2	**Hazardous Materials**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Purpose and Need, Truck Bypass**	
4	**Trucks**	
5	**Air Quality**	
6	**Health Effects**	
7	**Alternatives**	Federal Highway Administration regulations do not allow the ownership of right-of-way to be a factor in the decision regarding the selection of an alternative.
8	**Purpose and Need, Old Plan or Use of Old Data**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
9 10 11 12 6 13 11 14	omission of fact. • "Due Process" was not afforded to the community by way of asking questions and getting answers. The technical substantiated information of the Environmental Impact Study was not provided at the libraries as promised. • Property devaluation is expected to be about 30%. This is an upscale community and the devaluation in property would significantly affect the state real estate revenues. The character of the neighborhood would change. • It would disrupt schools, churches, personal property and the lifestyle of the Foothills residents. Some schools and churches that the community attend are now in jeopardy of being destroyed. The children who attend the remaining schools, churches and the YMCA would suffer an environmental impact because of the close proximity to the highway. • The constant noise of the traffic would go against the reason citizens purchased property in the Foothills in the first place. • Crime is a real concern for those living here in this peaceful, quiet community and the appeal would be destroyed. More police presence would be required putting a burden on the state Jeanne Hart Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
9	**Public Involvement**	During the day-long public hearing and public forums, participants had the opportunity to watch a video describing the study, review study information, talk to project team members, and provide comments. Project team members were stationed throughout the meeting rooms to answer questions and offer assistance. The Draft Environmental Impact Statement was available at libraries throughout the Study Area. The technical reports were available upon request from the Arizona Department of Transportation.
10	**Economics, Socioeconomics**	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138–47; "Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor"). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
11	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
12	**Neighborhoods/ Communities**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
13	**Noise**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
14	**Neighborhoods/ Communities**	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: loop 202 South Mountain Freeway Study
Date: Monday, July 15, 2013 2:11:01 PM
Attachments: image001.png

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov
ADOT Communications

From: Roger Hart [mailto:dunnybudgie@cox.net]
Sent: Monday, July 15, 2013 2:10 PM
To: Projects
Subject: loop 202 South Mountain Freeway Study

LOOP 202 SOUTH MOUNTAIN FREEWAY STUDY

Reasons for a "***NO BUILD OPTION"*** of the Loop 202 South Mountain Freeway are as follows:

- (1) (2) The highway will become the CANAMEX Highway from Mexico to Canada which will allow the transport of hazmat materials through our community. Chemicals such as sulfuric acid, gasoline, and especially chlorine gas would be disastrous. Evacuation would be extremely difficult and would have a health and death impact. In order to mitigate this catastrophe shelters would have to be built in the community. An accident on the highway is all that is needed for the release of these toxic chemicals. Let alone that the tax payers would be responsible for the cleanup.
- (3) (4) The highway is all about moving trucks through the valley from Mexico. They use high sulfur diesel fuel which is not allowed to be sold in this country.
- (5) (6) The highway will create dangerous air pollution due to transportation exhaust which is known to cause cancer. The Ahwatukee Foothills is at present one of the least polluted communities in the valley.
- (7) ADOT spent $43,000,000 buying property along only one route (59th Ave.) since 1988, and not any other route. This shows bias toward their opinion of the proposed route. The study and legal process should have been concluded before the purchase of property. They violated this legal obligation.
- (8) Use of 2005 data in the study is not valid any longer. They did not use the most current, updated and scientific data that is required by law. What about omission of fact.
- (9) "Due Process" was not afforded to the community by way of asking questions

Code	Issue	Response
1	**Purpose and Need**	The proposed freeway would not be part of the CANAMEX Corridor. The locally-preferred CANAMEX Corridor is to follow Interstate 10 from Tucson to Interstate 8 near Casa Grande, Interstate 10 west to State Route 85 near Gila Bend, State Route 85 north to Interstate 10 northwest of Buckeye, Interstate 10 west to Wickenburg Road, Wickenburg Road to Vulture Mine Road west of Wickenburg, and then connect with the planned US 93/US 60 Wickenburg Bypass. Additionally, the proposed freeway would not offer shorter travel times. The CANAMEX Corridor's proposed routing avoids any congestion associated with the Phoenix metropolitan area (see Final Environmental Impact Statement page 3-64). Recent studies completed by the Maricopa Association of Governments, including the Interstate 10/Hassayampa Valley Roadway Framework Study and the Interstates 8 and 10/Hidden Valley Transportation Framework Study, have further defined the long-range planning for the CANAMEX Corridor in Arizona.
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4	**Trucks**	
5	**Air Quality**	
6	**Health Effects**	
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Code	Comment Document
10 11 12 6 13 11 14	and getting answers. The technical substantiated information of the Environmental Impact Study was not provided at the libraries as promised. • Property devaluation is expected to be about 30%. This is an upscale community and the devaluation in property would significantly affect the state real estate revenues. The character of the neighborhood would change. • It would disrupt schools, churches, personal property and the lifestyle of the Foothills residents. Some schools and churches that the community attend are now in jeopardy of being destroyed. The children who attend the remaining schools, churches and the YMCA would suffer an environmental impact because of the close proximity to the highway. • The constant noise of the traffic would go against the reason citizens purchased property in the Foothills in the first place. • Crime is a real concern for those living here in this peaceful, quiet community and the appeal would be destroyed. More police presence would be required putting a burden on the state Roger Hart Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
10	**Economics, Socioeconomics**	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138–47; "Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor"). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
11	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
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Code	Comment Document
1	Chad Hartley Document Created: 5/21/2013 1:58:11 PM by Web Comment Form I travel from 32nd and the 10 to the east valley. The I10 at the broadway curve is a dangerous rout due to the high volume of traffic that the Interstate sees every morning and afternoon. There have been several 18 wheeler accident at the Broadway bend that have shut down the interstate. Please build the new 202 loop to ease the congestion and give Arizonans jobs.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

4344

(Comments made by public members to the court reporter as follows:)

MR. HARTLEY: My name is Chad Hartley, Gilbert, Arizona. I travel the Santan on 202 daily towards 32nd Street and I-10.

I believe the Broadway Curve to be dangerous due to high congestion that it sees in the morning and the afternoon.

To alleviate that with the new 202 would be -- I support the construction to alleviate the congestion and the -- I believe it would help alleviate the -- I don't know how to say -- the dangerous Broadway Curve.

Thank you so much for your time.

LAWRENCE ALLEN: Lawrence Allen. Basically this South Mountain Freeway has been in place since early 1980s. You know, this map dates back to, what, 1986. So we might as well go back to 1980. So these are plans. So they had to, you know, think about this for a few years to actually put it on paper.

So this ain't something that cropped up yesterday, as the Ahwatukee residents are probably thinking. Now, it's unfortunate that the developers who built Ahwatukee where those residents live that

Page 2

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www.drivernix.com

Code	Issue	Response
1		Comment noted.

Code	Comment Document

4383

McDowell, which in an emergency would be really far.

Let's see, we have heard that other people would move in like a movie theater and shops and restaurant owners, as well as the hospital if the 202 went in. The only way for our rooftops -- right now we're at 40 rooftops, we need 50 for those people to start coming in. If the 202 was built, Ahwatukee would then be counted as a rooftop because they're so close, they're within our mile range. That would make a huge difference to our area economically.

I'd also love to see if the 202 gets built, the sound barriers to be built nicely and maybe represent Laveen in some way. I'm an artist and I would love to even donate my time to create artwork that would go onto the sound barriers and to have possibly hiking trails or some kind of bike trails that follow the 202, because we have that South Mountain so beautiful right there and just to keep more trails and parks. Thank you for your time.

THE FACILITATOR: Thank you.

Chad Hartley.

MR. HARTLEY: First I want to say thank you for the opportunity to be able to voice opinions, we appreciate that.

Second, I'm a daily commuter of the Broadway

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www.drivernix.com

Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document

1

curve. At times it's -- well, every morning and every afternoon it's nearly a parking lot. I would very much appreciate -- well, I believe it's also a bit of a hazard, there's been several accidents on the 10 recently that have shut down the 10. Having other means to commute around that would definitely be beneficial.

And also, the economic impacts that come along with a new freeway, property values go up and the person before me just mentioned the social and economic impact for Laveen would be enormous, so I support the construction of the 202. Thank you again for your time.

THE FACILITATOR: Thank you.

Tiffany Sprague.

MS. SPRAGUE: It's so quiet in here, it's a little intimidating to walk up to.

Good afternoon, my name is Tiffany Sprague and I'm a resident of Phoenix, and I'm very strongly opposed to the South Mountain freeway. I urge ADOT to select the no-action to this project. ADOT must begin looking towards real solutions for our transportation needs and this freeway is not it. This is more than evident by our increasingly congested roads and freeways. Widening routes and building new ones only provide short-term relief. More vehicles will soon fill these uncongested areas.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1, 2, 3, 4, 5, 6, 7, 8	Nissa Hartman Document Created: 7/24/2013 1:48:13 AM by Web Comment Form I am against the extension of the 202 Freeway through South Mountain. As an Ahwatukee citizen, I love the view, and love hiking the mountain trails. This will end once a freeway is cut into it. I have friends who will be displaced and surely will not be able to find homes in the area once their land is taken. Also, all of the Kyrene schools on Liberty Lane will be right next to the freeway ramps. This cannot be safe for children or conducive to students' educations. I also feel that instead of lessening traffic, it will promote more. Long distance trucks will have a new favorite route from Mexico/El Paso/wherever.. The cons far outweigh the pros in this case. Please don't let this project continue!

Code	Issue	Response
1	**Visual Resources**	Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-169 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.
2	**Section 4(f) and Section 6(f)**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Acquisitions and Relocations**	
4	**Neighborhoods/ Communities**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
5	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
6	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
7	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
8	**Trucks**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

From: Michael Hartman
To: Projects
Subject: South mountain freeway 202
Date: Tuesday, July 23, 2013 9:50:49 PM

---

1 I'm concerned the DEIS of the South Mountain Freeway does not take into account the increased amount of truck traffic coming from Mexico and travelling through south mountain area. The current truck bypass of Phoenix (I-8 to state 85 to I-10) was built to carry this traffic and pollution away from Phoenix. If the 202 extension is built, it will be 50 miles shorter for trucks to use the new freeway, thus increasing truck traffic. The DEIS does not address this increased pollution caused by these trucks fueled with diesel that has no regulation requirements in Mexico. Also, hazardous material truck traffic using the nearly barren state 85 is preferable to it flowing along a densely populate area like Ahwatukee.

2

3

4 5 I'm also concerned about the path that it takes cutting through South Mountain, which has sacred status among the Native Americans living in the area. We really should avoid taking more of their sacred ground for our a bleak freeway.

6 I would ask why do we mostly build roads to solve our transportation issues? Wouldn't that money be better spent developing some sort of mass transit system along the freeways currently built? We already have air pollution issues, I would think we need to address that more than making it worse with more roads.

7 I oppose building the freeway because of the above items. I would hope the AZDOT reconsiders the plan and decides to not build the freeway.

Michael Hartman
729 E Mountain Sky Ave
Phoenix, AZ, 85048

Code	Issue	Response
1	**Trucks**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Air Quality**	
3	**Hazardous Materials**	
4	**Cultural Resources**	
5	**Section 4(f) and Section 6(f)**	
6	**Alternatives, Nonfreeway Alternatives**	
7	**Alternatives, No-Action (No-Build) Alternative**	

Code	Comment Document
1	

From: Projects
To: ADOT
Subject: FW: South mountain freeway comment
Date: Monday, July 15, 2013 10:17:07 AM
Attachments: image002.png

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov

ADOT Communications

From: Hauptli, Dave C. [mailto:DCHauptli@nmm-jx-group.com]
Sent: Monday, July 15, 2013 10:14 AM
To: Projects
Subject: South mountain freeway comment

It's not needed. No funding.

Dave Hauptli
Director, Human Resources
JX Nippon Mining & Metals USA, Inc.
480.812.2662

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Code	Issue	Response
1	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: Support for the construction of 202 **Date:** Monday, May 20, 2013 8:24:38 AM **From:** Khawbaker@aol.com [mailto:Khawbaker@aol.com] **Sent:** Sunday, May 19, 2013 10:38 AM **To:** Projects **Subject:** Support for the construction of 202 Build the link to finish the 202 beltway around Phoenix. It will relieve congestion through downtown Phoenix. Sincerely, Kay Hawbaker Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: I support building the 202
Date: Wednesday, May 15, 2013 8:38:01 AM

From: PJ Hawthorne [mailto:phawthorne@lovitt-touche.com]
Sent: Tuesday, May 14, 2013 4:05 PM
To: Projects; 'info@buildthe202.com'
Subject: I support building the 202

1 I fully support building the 202. I have lived in Arizona for 16 years and the traffic has gotten progressively worse. I also support the jobs that would occur during the building of the 202 which would help our economy.

Thank you,

My office hours are 7:30 am to 4:00 pm. If you need to reach me for an urgent matter after 4:00 pm, please call me on my cell at the number listed below.

CELEBRATING A CENTURY OF QUALITY INSURANCE SERVICES

PJ Hawthorne
Account Manager/SBD Construction
1050 W Washington St., Suite 233
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602.385.0507 : p
602.377.0172 : c
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View our NEW website at www.lovitt-touche.com

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Please consider the environment before printing this e-mail.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/19/13 INCOMING CALL TIME: 5:47 PM CALLER: TED HAYES CALLER ADDRESS: 2507 EAST PEPPER RIDGE, PHOENIX, AZ 85032 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I'm in support of the South Mountain Freeway. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

4295

I even made a comment, over there with the reservation people, is that the reservation needs to continue their -- their -- their four-lane road that goes past their casino there, the Vee Quiva or whatever it is, and take it down to Pecos Road, for now, because this is going to take years and years to build, and make it a toll road. That way, you know, a person can pay $2 to shortcut, to get from 51st Avenue to Pecos and get into Tempe for $2, versus having to go all the way through their town, which is 35 miles an hour, go all the way down to the -- go all the way down to the road that goes to Maricopa, and then come back into town that way, which would save a lot of gas and time.

The reservation would make a lot of money and -- and drive right past their casino, for a refreshment break. I don't know.

It's -- it's -- I think there's a lot of money that needs to be spent on this, and it needs to be spent wisely, not -- not just -- The cheapest route is not the best route, you know?

And in fifty years from now, it -- it'll remain the same. Gas will be a lot more expensive, and we'll have the same problems. And people are not going to want to spend money and gas, sitting in a car waiting for traffic, because we did it wrong now. So that's all.

MR. HAYES: Robert Hayes. I have my little notes,

Page 4

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www.drivernix.com

Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document

1 but it's not very professional. So do you want me to just
2 speak?
3 COURT REPORTER: Yeah, that would be fine.
4 MR. HAYES: Okay. So my concern is that the
5 202 highway construction plan will become a Camex truck lane
6 freeway, with truck -- truck traffic from Mexico to Canada.
7 And, even though they're supposed to be on Highway 8, they will
8 certainly use this truck route. And the toxins from that truck
9 traffic, on top of the good of a commuter highway, is going to
10 create a more toxic environment than is addressed in the
11 Environmental Impact Study. No counts of Mexico truck traffic
12 is being considered here, but this will be the truck route.
13 This will negatively impact our families and our
14 community, not only demolishing roads and highways that
15 currently exist -- like Pecos, which is a commuter route for
16 most of us -- it will destroy our homes and tear down homes and
17 build walls and that kind of thing.
18 Increased noise; increased lights, 24/7; and, most
19 importantly, increased toxins, specifically benzine. So
20 benzine is already above the EPA level on the Indian community
21 and in the foothills. But it's not studied because there's no
22 EPA sensor there. So, when you look at this study, it doesn't
23 address the levels of toxicity currently in Ahwatukee Foothills
24 and in the Indian community because it's not required to be
25 part of the study.

Page 5

Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com

Code	Issue	Response
1	**Purpose and Need, Truck Bypass**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Trucks**	
3	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
4	**Acquisitions and Relocations**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Noise**	
6	**Visual Resources**	Light from the freeway would be produced from vehicle headlights and taillights and from fixed light poles at interchanges along the freeway. Nighttime users of the park and residents of Ahwatukee Foothills Village may see lines of seemingly crawling vehicles, each with lights front and back. Fixed freeway lighting would be provided for safety reasons only at interchange exit and entrance points. Freeway lighting at these locations would be designed to reduce illumination spillover onto sensitive light receptors such as residential areas (see page 3-58 of the Final Environmental Impact Statement).
7	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

7 8 9

1 Dust particulate levels have gotten worse in the
2 last year and a half. And certainly building a highway and
3 having truck traffic and the construction phase will cause the
4 dust particulates to be even worse and, kind of, get trapped by
5 the mountains. That's a concern.

10

6 And all of this level of toxins and dust will flow
7 into the backyard of these residents who live in Ahwatukee.
8 We've got an elderly retiree population. We have children.
9 And people are not really thinking through being within a half
10 a mile or even 50 feet of a highway, how bad that's going to
11 affect people's health.

7 10

12 And environmental studies that don't study a
13 projection of these particulates -- benzine, dust, and asthma
14 effects on children -- is flawed, period.
15 And then the counterargument is: Well, highways
16 are built all across America. Don't worry. Be happy.
17 Talk to the medical professionals in Phoenix.
18 Children have more and more asthma. And they're learning
19 ability, the disability in learning, is being affected by the
20 particulates that they're breathing in. So we're in a very
21 toxic, toxic environment. And a highway is going to make this
22 considerably worse.

2

23 Unregulated trucks from Mexico, that have no
24 emission standards, is a huge concern for me. If we can ban
25 the truck traffic from Mexico, so be it.

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Code	Issue	Response
8	**Construction**	To reduce the amount of construction dust generated, particulate control measures related to construction activities must be followed. The following mitigation measures would be followed, when applicable, in accordance with the most recently accepted version of the Arizona Department of Transportation *Standard Specifications for Road and Bridge Construction* (2008). Prior to construction and in accordance with Maricopa County Rule 310, Fugitive Dust Ordinance, the contractor shall obtain an approved dust permit from Maricopa County Air Quality Department for all phases of the proposed action. The permit would describe measures to control and regulate air pollutant emissions during construction (see page 4-173 of the Final Environmental Impact Statement).
9	**Air Quality**	According to the Arizona Department of Transportation, 2013, *Air Quality Assessment South Mountain Freeway 202L Draft Report*, review of wind data from the Gila River Indian Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows and stable atmospheric conditions, wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns tend to flow from the east to the lower elevations along the Gila River. During the warmer hours' improved mixing, flows typically follow the river channel and come from the north and northwest. Likewise, during a 1-month-long meteorological monitoring period (November 20, 2006, through December 21, 2006) at Pecos Road and 40th Street and a second 1-month-long monitoring period at Pecos Road and 24th and 40th streets (April 19, 2007, through May 21, 2007), winds during the morning hours typically were from the northeast. During the warmer hours, and with improved mixing, winds typically were from the west.
10	**Health Effects**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

1 Everybody knows this is a truck transport. They've built depots in Laveen. There's going to be truck stops built. I'm listening to people today talk about commercial development to build truck stops south of the freeway on leased land. We have politicians who own 75 acres of leased land rights, that will develop the property the minute this is approved. That's a conflict of interest, okay? And not really knowing the final design phase yet -- and I know that's premature -- does impact the environment.

A couple of other concerns: Building new retaining walls or obstruction walls is going to affect the view of our desert community. Blasting and the destruction of three ridges of South Mountain and taking out two to four million cubic feet of rock, dirt, and dust is unheard of in Phoenix. No highway has ever done that. So the plea is to get away from blasting through the ridges of the mountains.

And, again, I just want to stress: This will become the new truck route for Camex America. This is an American truck route that does transportation of chemicals, tanker trucks full of chemicals going back and forth. Most cities in America have pushed that truck traffic out 20 to 30 miles away from the city, not two miles, three miles north of downtown, one or two miles from where residents live.

So, if there is a spill, there will be no recovering from the disaster, especially benzine. If a

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Code	Issue	Response
11	**Visual Resources**	For most of the alignments of each of the action alternatives, the proposed freeway would be elevated above the natural grade of the surrounding land. This elevated profile would allow noise to carry farther, creating noise impacts at greater distances from the freeway. Depressing the profile of the freeway below grade might reduce traffic noise levels adjacent to depressed sections. However, it would be necessary to also construct at-grade noise barriers to achieve noise reduction goals at receiver locations adjacent to depressed freeway sections (see page 4-91 in the Final Environmental Impact Statement). This strategy would reduce visual impacts associated with high noise barriers on elevated freeways, but would entail ground-level noise barriers and their associated interference with views. Thus, with either approach to noise reduction, views of nearby mountains could be disrupted. The specific impacts would depend on sightlines that would be determined by the height of any noise barriers constructed, the intervening topography, and the distance of the barriers from the residences in question.
12	**Section 4(f) and Section 6(f)**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
13	**Hazardous Materials**	

Code	Comment Document

14

15

12

16

17

1 benzine-truck-spill accident happens, this is going to drift
2 into this major residential area, and there will be a crisis.
3 There will be no question about it.
4 The other concern I have is increased-volume
5 traffic. Okay? It's rumored to be more traffic than the 101.
6 The Environmental Impact Study needs to take counts from last
7 month's current foot traffic, car traffic, and project more
8 accurately the true traffic volume for residential cars and
9 trucks. And I think they've done a fair job at estimating
10 that, but they're not realistic in their projections.
11 Also, ADOT and MAG, the history of them project --
12 projecting and estimating is very poor. They're not accurate
13 on their estimates. Go back 20 years; they've misestimated
14 pretty much everything that they've tried to attempt to -- to
15 estimate.
16 I do applaud them for trying to do that, but let's
17 not disguise this for what it really is. This is not a
18 commuter route to get to downtown.
19 So the other thing, just for the environmental
20 side, is destroying park lands. That should be a common good,
21 a thing that we should not sacrifice. There are petroglyphs in
22 these areas of South Mountain. I don't know how and why people
23 can't see that, when all the local residents know where they
24 are.
25 Destruction of wildlife. Destruction of endangered

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Code	Issue	Response
14	**Purpose and Need, Old Plan or Use of Old Data**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
15	**Purpose and Need**	The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic—including truck traffic—to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other "loop" freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County.
16	**Cultural Resources**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
17	**Biology, Plants, and Wildlife**	

Code	Comment Document

18 19 20 12 9 14 7

1 cactus, which we're supposedly not supposed to touch. The
2 subdivision wells will be impacted, and drainage. Subdivision
3 wells, retention wells, and wells for community water park --
4 water lakes and features, and impact to draining.
5 The other issue we have is local traffic. In my
6 subdivision, it will be impacted because we have no exit, no
7 on ramp. So, right now, we drive down Pecos to get out of our
8 subcommunity because we're -- we're landlocked.
9 The biggest concern is health issues for kids and
10 elderly due to the increased toxins: dust particulates that
11 this project will cause during the construction phase, as well
12 as afterwards.
13 And someone needs to really look at growth, 2015 to
14 2020, for the traffic impact and the environmental impact of
15 this highway. It's nice that they used old statistics. But,
16 if you project the City of Phoenix growing, even at a rate of
17 5 percent per year in population, which is conservative, this
18 highway will have that growth on top of its current
19 projections. And this is all, kind of, understated in the
20 Draft Environmental Impact Study.
21 So, again, we're strongly opposed to it because, if
22 we lose the federal matching funds -- because our air quality
23 is in violation last year; and currently, in 2013, we're in
24 violation of air quality standards -- the EPA says it will pull
25 the $1 billion federal matching highway funds.

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Code	Issue	Response
18	**Groundwater**	If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner would be compensated by drilling a new well according to State regulations/standards. (See text box on Final Environmental Impact Statement page 4-108.) Drainage studies have been conducted; culverts would be maintained, and new culverts would be installed to maintain flows under the freeway (see Final Environmental Impact Statement pages 3-58 and 4-101). Surface water could be altered from runoff drainage; seeding the disturbed soils with native vegetative species would help to minimize runoff and erosion. Best management practices associated with the project Stormwater Pollution Prevention Plan would also help minimize runoff.
19	**Surface Water**	Flood protection levels are dictated by the design class of the highway. In the case of the proposed South Mountain Freeway, it is designated as a Class I. Therefore, flood protection levels would be designed to the 50-year (storm) level. However, as a standard Arizona Department of Transportation practice, the floodwaters developing upstream of the culvert entrance would be reviewed at the 100-year level to ensure "headwaters" do not adversely affect existing properties. (See Final Environmental Impact Statement page 4-102.) All bridges on major waterways such as the Salt River are designed to maintain minimum water surface elevations at the 100-year level for flood levels and built to structurally withstand the superflood, a flood expected only once in 500 years.
20	**Traffic**	The E1 Alternative would affect the existing local street network. Approaches for reconfiguring the local street network include removing streets, constructing new streets, constructing the proposed freeway over existing streets, or dead-ending existing streets. Final design of local streets would be coordinated with emergency service providers, local jurisdictions, and other appropriate agencies and would continue through final design stages. See Final Environmental Impact Statement Figure 3-33, on page 3-57. In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system, including the shift of access to Foothills Reserve and Calabrea from Pecos Road to Chandler Boulevard. The City study found no adverse effects on the local street system from the freeway (see Appendix 3-1 in the Final Environmental Impact Statement).

Code	Comment Document

This environmental impact draft study doesn't seem to think that it will worsen the air quality on the sensor that's on 43rd Avenue, which will be two to three miles away from this construction. So it really needs to be understood that it could -- could risk Arizona losing its federal funds. And then the City and our citizens will have to pay the bill. This could turn into one of the more expensive highways. And I think a separate study of that impact is very, very important before we go to the final phase of the environmental study.

So thank you very much for your time. I appreciate the opportunity to comment.

MR. SMITH: They've already spent a lot of money studying this thing, right? And they might as well finish the project or a lot of people's work has been wasted already.

And as far as alignments go, I think, even though the one that's more expensive, that would link up to the 101, is probably a better option in the long run, even though it looks like it might be more expensive now. I don't think I have anything else to say.

MR. STROOP: Well, I just wanted to say that I am a Laveen resident and that I am for the proposal to build the freeway in any of the capacities that I saw today. I don't really have a preference on an alternative, but I would prefer it to get built as soon as possible.

MR. ALLEN: I don't know what ADOT's plans for

Code	Issue	Response

Code	Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 3:41 PM
CALLER: RICHARD HAYNES	CALLER ADDRESS:
PHONE:	EMAIL: HAYNESRS1@COX.NET

1

CALLER REMARKS/QUESTIONS:
I strongly support the building of the road between around the back side of South Mountain. Bye

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

INCOMING CALL DATE: 05/13/13	INCOMING CALL TIME: 4:25 PM
CALLER: LYNETTE HAYS	CALLER ADDRESS: 1256 W. DEVONSHIRE STREET, MESA, AZ 85201
PHONE: 480-833-5918	EMAIL:

CALLER REMARKS/QUESTIONS:

I would like to leave a message on the freeway. I am definitely for it. This area, I have lived here all my life, has neglected to get the freeways done that they need to get done. It would make a very big difference, especially for the people coming from the West Valley. I have worked for years for a company where a lot of people came from that area and they had a terrible time getting to work every morning. Thanks. Goodbye.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 INCOMING CALL TIME: 2:47 PM CALLER: SHAWNA HAYWOOD CALLER ADDRESS: 616 N. PINE STREET, GILBERT, AZ 85233 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I am calling in my support of South Mountain Freeway. Thank you very much.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 05/9/13 INCOMING CALL TIME: 3:17 PM CALLER: JOHN HAZELTON CALLER ADDRESS: 2123 E. RADCLIFFE DRIVE, TEMPE, AZ PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the planning and construction of the South Mountain Freeway. The freeway will reduce traffic congestion in Downtown Phoenix and will provide revenue for Maricopa County and the State of Arizona.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 6/11/13 INCOMING CALL TIME: 4:26 PM CALLER: BRENDA HEATON CALLER ADDRESS: 9729 W. OAKRIDGE DRIVE, SUN CITY, ARIZONA PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** Yes, and I do support this freeway expansion and feel like it needs to go through. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/17/13 INCOMING CALL TIME: 11:01 AM CALLER: JANICE & HOWARD HECHT CALLER ADDRESS: PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** We would like to support the freeway that is down here by South Mountain. We are both voters and we would appreciate it if you would listen to our request for approving it. Thank you. Bye

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: South Mountain Freeway **Date:** Thursday, May 16, 2013 10:13:00 AM **From:** Donald Heckhaus [mailto:dheckhaus@yahoo.com] **Sent:** Thursday, May 16, 2013 10:06 AM **To:** Projects **Subject:** South Mountain Freeway When will this project ever begin?. We are going on 20 Years now since it was first approved, GOOD GRIEF ! Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway
Date: Tuesday, May 14, 2013 9:36:14 AM

From: Donald Heckhaus [mailto:dheckhaus@yahoo.com]
Sent: Monday, May 13, 2013 1:48 PM
To: Projects
Subject: South Mountain Freeway

Folks;

I just do not see why the hold-up.

The project was first approved, by the Public, in 1984!

Funds were approved , by the Public, in 2004.

We need this High Quality Mobility NOW!

simple !

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: South Mountain Freeway **Date:** Monday, May 20, 2013 8:31:51 AM **From:** Donald Heckhaus [mailto:dheckhaus@yahoo.com] **Sent:** Saturday, May 18, 2013 8:17 AM **To:** Projects **Subject:** South Mountain Freeway WHY IS IT TAKING SO LONG, 30 YEARS IS RIDICULOUS? Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**From:** Diane Hedrick **To:** Projects **Subject:** South Mountain PRESERVE **Date:** Sunday, May 26, 2013 3:40:55 PM To ADOT, City of Phoenix officials, Federal officials and Governor Brewer I wish to express my opposition to the Draft Environmental Impact Statement's plan to carve more than 30 acres from South Mountain Park Preserve and align the freeway through three ridges at the southwest end of South Mountain. Regards, Diane Hedrick 18644 N 52nd Ave Glendale, AZ 85308

Code	Issue	Response
1	**Section 4(f) and Section 6(f)**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway
Date: Monday, May 20, 2013 8:27:44 AM

From: Mark Helling [mailto:drmark12001@yahoo.com]
Sent: Saturday, May 18, 2013 1:46 PM
To: Projects
Subject: South Mountain Freeway

1 Please build this freeway south of Ahwatukee. I have lived here since 1978 and have been waiting for the AZ politicians and AZ ADOT Directors to set aside their greed and manipulations and just build this freeway. As a longtime resident of Ahwatukee I can testify that everyone in this area has known about this freeway plan when they purchased their properties. If the freeways are ok for the rest of Maricopa Co. environmentally, then it is ok for South Mountain also.
Just build it already!!!
Mark Helling drmark12001@yahoo.com 480-332-9483

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

4250

THE FACILITATOR: Thank you, Mr. Tracy.
MR. TRACY: -- the middle of Scottsdale, which should be -- our population area should be the arena. Thank you.
THE FACILITATOR: Thank you. If you have additional feedback, we really encourage you to go next door and speak with a court reporter.
Thank you, Mr. Tracy.
MR. TRACY: Thank you.
THE FACILITATOR: Our next speaker is Stan Hemry.
MR. HEMRY: Hello.
THE FACILITATOR: Welcome, Mr. Hemry. You have three minutes.
MR. HEMRY: All right. Thank you. On this Environmental Impact Statement, I didn't see an inclusion of it about the ecosystem that's in that (1) area and the watersheds coming from both the western range of the South Mountains, and off the Estrella (2) Mountains, and I'd like to see more of that. I want to know what systems will be impacted when a, you know, like a carbon emitting bisection of that area takes place. And there's no animal studies done as (1) to the migration patterns of the animals.
So I think this study is probably

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Code	Issue	Response
1	**Biology, Plants, and Wildlife**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Surface Water**	Flood protection levels are dictated by the design class of the highway. In the case of the proposed South Mountain Freeway, it is designated as a Class I. Therefore, flood protection levels would be designed to the 50-year (storm) level. However, as a standard Arizona Department of Transportation practice, the floodwaters developing upstream of the culvert entrance would be reviewed at the 100-year level to ensure "headwaters" do not adversely affect existing properties. (See Draft Environmental Impact Statement page 4-102.) All bridges on major waterways such as the Salt River are designed to maintain minimum water surface elevations at the 100-year level for flood levels and built to structurally withstand the superflood, a flood expected only once in 500 years.

Code	Comment Document

1 incomplete, at best, and should be rejected by the
2 community at large. It's clearly flawed and didn't
3 cover all the right areas, and maybe they'll release
4 other portions of it that we might have learned of
5 later, but at least what they've currently released
6 of it, it seems like these are [unintelligible].
7 Also, separate the hospital from the
8 highway. Those people there deserve a hospital.
9 Whether they have a highway or not should be a
10 separate issue, but to connect the two together is
11 like extortion. And I think the community deserves
12 more than that. I feel like they live there, and
13 there's 40,000 people that live there, they deserve a
14 hospital. They shouldn't have to drive a long
15 distance. They shouldn't have to have a highway in
16 order to get one. I think that's the wrong approach
17 to building communities. I think it's encouraging
18 sprawl, and it's causing more destruction of our
19 environment by taking away the desert, when we should
20 be in filling and closing the highway, where
21 population is decreasing in this area, right, it went
22 from fifth to sixth place in the United States,
23 Phoenix is now the sixth largest city in the United
24 States. We don't need more highways. We need them
25 closing, because we don't have the population to

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Code	Issue	Response
3	**Neighborhoods/ Communities**	The analysis used to determine the possible purpose and need for the proposed action followed Federal Highway Administration guidance (see Draft Environmental Impact Statement Chapter 1). While the W59 Alternative 62nd Avenue Option was advanced for further study to avoid adverse impacts on historic properties and a planned hospital near Dobbins Road (see Draft Environmental Impact Statement, page 3-25, Figure 3-11), the planned hospital facility is not specifically cited as a factor in the proposed freeway's purpose and need.
4	**Neighborhoods/ Communities**	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.
5	**Purpose and Need, Old Plan or Use of Old Data**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

6
7

1 support it.
2 And then we should be rebuilding inner
3 city, more around mass transit with no CO emissions,
4 none, CO2 emissions, none. I mean, that should be
5 our goal, right, 400 parts per million, we have
6 already reached. So we should be lowering that.
7 This highway thing is it such a mirage thing, that
8 the voters of the County actually passed in 1985,
9 when it had no specifics about the 202 in that
10 passage of that. It was general funding for
11 highways. Also, the five-year plan doesn't have
12 anything to do with mass transit. Which, again, it
13 doesn't impact the environment, but eventually it
14 impacts everyone's health; it impacts everything
15 around it. And I feel like the people in that area
16 and the different parts of the city that live here
17 don't need another CO2 emission. We need something
18 that's a little bit more environmentally friendly and
19 life-supporting and affirming, to keep the ecosystems
20 intact and encouraging them to grow and, like,
21 flourish; I think the people that live in that area
22 are very, very, very lucky. It is a beautiful part
23 of the city. It's probably as nice as Paradise
24 Valley because of the scenery and the lack of
25 connection to the highway. You know, that's a

6

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Code	Issue	Response
6	**Alternatives, Nonfreeway Alternatives**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
7	**Air Quality**	

Code	Comment Document

1 beautiful thing. And I wouldn't want to change it.
2 THE FACILITATOR: We'd like to remind you,
3 that there is -- we discourage applause.
4 MR. HEMRY: I don't. Sorry.
5 THE FACILITATOR: Our next speaker is
6 Patrice Herring.
7 Again, we welcome Patrice Herring.
8 We welcome Patrice Herring. No need to
9 run. Welcome, Ms. Herring. You have three minutes.
10 MS. HERRING: Hi, thank you so much for
11 being here today and allowing us to speak. I am a
12 native of Phoenix, Arizona, and a resident of Laveen.
13 I have been a resident of Laveen, my husband and I
14 bought a house nine years ago. And my brother had
15 already bought a house in Laveen, him and his family.
16 And then also my mother-in-law bought a house in
17 Laveen. And my parents ended up moving and buying a
18 house in Laveen. So there's quite a few of us who
19 live in Laveen. And one of the reasons we moved to
20 that area is because we were told that there was
21 going to be a freeway coming through and lots of
22 commercial businesses and things for our community.
23 My husband does live in Chandler, might I
24 add. Right now there's not a whole lot of things for
25 us in Laveen, which we definitely need. I live at

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Code	Issue	Response

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1 MR. HEMRY: My name is Stan, S-t-a-n, and
2 my last name is Hemry, H-e-m-r-y, and my zip code is
3 85004. Okay. The myth of growth in the area that
4 we're trying to get for growth is completely false.
5 We have no projections for what we're currently going
6 through in economics. If they had projections for
7 this, we would be closing highways right now, not
8 opening more of them. The communities don't need
9 extra traffic if there's less people living in them.
10 We need to change our policies that are
11 not dictated by 1985 resolutions of whatever was
12 passed here in the state. They did not specifically
13 address the 202 in that 1985 passage money. It just
14 says generally highway funds for the county which is
15 fine, but meanwhile, we do not need to spend those
16 monies on this 202 project based on need for growth
17 or wanting more growth. Those things are fallacies.
18 And with the mention of the EIS report
19 and this person telling me that in that report it
20 talks about animal migration and then mitigating the
21 disturbance made by the highway by mitigating the
22 animals around it, I'm sorry, but that's still a
23 disturbance of the ecosystem. Mitigating for animals
24 does not fix the ecosystem's destruction. I don't
25 know if I made that clear, and so I had some more to

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Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com

Code	Issue	Response
1	**Purpose and Need, Old Plan or Use of Old Data**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Purpose and Need**	The Southwest Loop Highway—the South Mountain Freeway predecessor—was integral to the Regional Freeway and Highway System approved by Maricopa County voters in 1985. Although other facilities were considered a higher priority early in development of the Regional Freeway and Highway System, the South Mountain Freeway has been included in every subsequent update. The same route was approved by the State Transportation Board in 1988. In 2004, Maricopa County voters approved Proposition 400, which was designed to fund completion of the remaining segments of the Regional Freeway and Highway System, including the proposed South Mountain Freeway (Final Environmental Impact Statement page 1-21).
3	**Biology, Plants, and Wildlife**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

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1 say on that subject because ecosystems are like
2 intertwined little systems. And if one portion of it
3 breaks down, like if some of the insects stop flying
4 or some of the plants stop growing or some of the
5 animals stop migrating, then it changes that
6 ecosystem which to me appears to be pristine and
7 surrounded by mountains on two sides, western edge of
8 South Mountain and the eastern range of the Estrella
9 Mountains that have no bisection at this point coming
10 through. There's no connection to I-10 directly from
11 that area. It is a beautiful part of town. The
12 people that live there should be so lucky to not have
13 another sprawling, you know, hospital-filled freeway
14 coming through.
15 And I cannot emphasize enough separating
16 the hospital from the highway. Those people deserve
17 good medical care available in their community
18 regardless of whether a highway is built, but I
19 definitely want to stress that growth is the wrong
20 approach. They did not put projections down for what
21 we're currently going through economically. So if
22 they had been more accurate in their projections,
23 maybe we could look to those as a reason to follow
24 policies. But if they're inaccurate, which clearly
25 they have been, then we need to readjust our plans to

4

1

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Code	Issue	Response
4	**Neighborhoods/ Communities**	The analysis used to determine the possible purpose and need for the proposed action followed Federal Highway Administration guidance (see Final Environmental Impact Statement Chapter 1). While the W59 Alternative 62nd Avenue Option was advanced for further study to avoid adverse impacts on historic properties and a planned hospital near Dobbins Road (see Final Environmental Impact Statement, page 3-25, Figure 3-11), the planned hospital facility is not specifically cited as a factor in the proposed freeway's purpose and need.

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5

1 accommodate a smaller population, less car driving
2 people who don't have the money quite frankly to
3 drive and need mass-transit to get around. Those are
4 the priorities now, not from 1985 when they passed
5 this money and made it available. And that was based
6 on the myth that every time growth happens, it's
7 sustainable and we all should just expect it all the
8 rest of our lives which is clearly not right. Thank
9 you.
10 MS. SLAPKE: I just got a wake-up call.
11 They never told us that when they changed the
12 alignment from ten lanes to eight, that our house was
13 no longer in line of demolition. We were never
14 notified. We would have gotten out five, ten years
15 ago when they changed that, but none of the
16 homeowners, I know for a fact, none of us know this
17 because I know everybody on our entire street. We
18 weren't notified.
19 So here I sit and now I'm going to have a
20 wall right behind my house when we were anticipating,
21 okay, ADOT's going to have to buy our house. We'll
22 sit tight. There's nothing we can do. We've lost
23 all the value in our home, but at least we know
24 ADOT's going to buy our home. I just found out,
25 guess what, we're screwed. So put that into writing.

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Code	Issue	Response
5	**Alternatives, Nonfreeway Alternatives**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

From: Sierra Club on behalf of sue hennelly
To: Projects
Subject: Comments in opposition to South Mountain Freeway
Date: Wednesday, July 24, 2013 11:06:35 AM

Jul 24, 2013

Arizona Department of Transportation South Mountain Study Team
1655 W Jackson St, MD 126F
Phoenix, AZ 85007

Dear South Mountain Study Team,

1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.

2 The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief.

3 South Mountain Freeway would have incredible negative impacts on our communities. Air quality in the region would worsen over time. Who wants to live in that?

4 5 South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. A freeway through a portion of this park, will inevitably destroy wildlife and habitat. Wildlife corridors will be cut off, valuable public spaces will be lost, and more. I do NOT promote setting this precedent.

1 Please protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.

Sincerely,

Mrs. sue hennelly
2264 E Desert Cove Ave
Phoenix, AZ 85028-2409

Code	Issue	Response
1	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
3	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
4	**Biology, Plants, and Wildlife**	
5	**Section 4(f) and Section 6(f)**	

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Opposition to Proposed South Mountain Freeway and Deficiencies of the Draft Environmental Impact Statement
Date: Monday, July 15, 2013 8:05:28 AM

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov

-----Original Message-----
From: charleyz24@cox.net [mailto:charleyz24@cox.net]
Sent: Sunday, July 14, 2013 9:40 PM
To: Projects
Cc: parcthesmf@aol.com
Subject: Opposition to Proposed South Mountain Freeway and Deficiencies of the Draft Environmental Impact Statement

Dear ADOT:

I am a member of Protecting Arizona's Resources and Children (PARC) and I am writing to express my opposition to the proposed Loop 202 South (South Mountain Freeway, SMF), specifically along the proposed Pecos Road alignment. I have lived in Ahwatukee for nearly 10 years with my wife. We now have two small children (one of whom suffers from environmental and food allergies - we are also concerned she may have asthma and are have been working with her pediatrician and allergist to clarify the extent of her conditions).

Based on a strong desire to keep my family and community healthy and safe, the robust data now available in the medical literature documenting the health-related hazards associated with traffic air pollution from freeways in close proximity to population centers, decades of delays and poor planning of the proposed freeway's path, and the fact that there are simply better alternatives, I strongly oppose the SMF and any plans related to its Pecos Road alignment.

In addition, I have reviewed the recently released Draft Environmental Impact Statement (DEIS) on the SMF and have noted many serious deficiencies including, but not limited to the following:

1) Truck Traffic from Mexico and High-Sulfur Diesel - Truck Bypass Negated

1

The modeling of air pollution impacts in the DEIS do not include the additional air pollution from truck traffic from Mexico. The DEIS briefly mentions the issue, but it claims it has no way to know what impact this have. Patently absurd.

2

We should remember why the idea of a truck bypass came up in the first place, all those years ago. It is because there have been chronic issues about air quality in the Phoenix metro area, so bad and for so long that public policy makers suggested as one of the strategies to reduce particulate matter from truck exhaust in urban Maricopa County was to designate a bypass for truck traffic around the urban area. This bypass is also now the designated route of the Canamex Highway, and it is Interstate 8 (south of Casa Grande) to State Highway 85, to Interstate 10, west of the Phoenix metro area. If the South Mountain Freeway is built, the bypass route, which has few amenities, would be a substantially longer route, about 55-60 miles longer than the route using the SMF. There is no law that would force trucks

3

Code	Issue	Response
1	**Purpose and Need, Truck Bypass**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Trucks**	
3	**Air Quality**	

Code	Comment Document
	to use the longer route, so it is entirely likely all these trucks would come through Phoenix, negating the whole bypass strategy and negating a public policy decision. By completing the South Mountain Freeway, this would all be negated, but the reversal of this public policy decision is never mentioned in the DEIS.
2	Further, trucks originating in Mexico will be fueled with diesel that doesn't meet the CARB diesel standards adopted by Arizona over a decade ago. In Mexico, there is no regulation about the sulfur in diesel fuel. In Arizona, the law was changed to allow only diesel fuel to be sold that has had 98% of the sulfur removed. This was another part of the strategy to bring Maricopa County into compliance
3	with the particulate matter standards required by the Clean Air Act (CAA).There was extensive modeling of the effect of adopting the CARB diesel standards and a discussion of this at the Arizona legislature, where it passed, so the data is in government hands. Also, we know exactly the number of trucks
4	arriving from Mexico and their destinations in the US, so this is data that is available for the DEIS. And again, the reversal of this public policy decision is never mentioned in the DEIS.
	Once this additional pollution is honestly quantified and factored in, there would be a huge net increase in air pollution from the SMF, and associated increases in asthma, chronic obstructive pulmonary disease, heart disease, stroke, premature death, and other adverse health impacts.
	2) Air Toxics Already a Crisis but Not Mentioned
5	In 2005, there was extensive air monitoring of certain toxic chemicals (air toxics) conducted by EPA and ADEQ in a joint effort named the Joint Air Toxics Assessment Program (JATAP). The monitoring sites included a site near St. Johns on the GRIC, and some in west Phoenix and south Phoenix. The JATAP monitoring results were reported in 2006, during a time the data for the DEIS was being gathered, and it found levels of certain toxic chemicals associated with vehicular emissions were above the standard of a one in a million chance of cancer in a lifetime of exposure in the west Phoenix, south Phoenix, and GRIC sites. The JATAP monitoring found in the high end of the monitoring levels, formaldehyde at 34 times this standard; benzene at 8 times this standard, 1,3 butadiene at 7.5 times this standard, acetaldehyde at 3.4 times this standard. And, remember, citizens are being subjected to all of these carcinogens, not just one. Some of these chemicals are attributed to "mobile sources," or vehicular traffic burning hydrocarbons.
	Obviously, adding more vehicular traffic emissions by building a freeway where there had not been one would add to this toxic burden.
	The JATAP results are not included in the DEIS, but instead there is a strange missive about the uncertainty of the risk from these air toxics standards, which is simply not true. The cancer risk standards have been promulgated and published by EPA after extensive research and study, and they are well-known.
	3) Risks from Hazardous Materials Transportation Incidents Due to the SMF
6	There are no industries using and emitting toxic chemicals in Ahwatukee Foothills, and no hazardous materials (hazmat) transportation issues and risks because none of these chemicals, other than gasoline and diesel, are being shipped into the area, other than incidentally adjacent on Interstate 10, which is east of the area. Since the NEPA process started, Ahwatukee Foothills residents and others have consistently raised concerns about the added risks from the transportation of hazmat on the new SMF, and in doing so they have consistently voiced concerns regarding the additional problems with hazmat response in the affected area. Ahwatukee Foothills has its own unique layout and design, sometimes characterized as a large cul-de-sac, and in the event of a hazmat incident requiring shelter in place, or especially involving evacuation, there would be particular problems and risks. Due to the proximity of schools, parks, and other public facilities, there would have to be extensive planning and drills for shelter in place and evacuation, an assessment of the types and amounts of hazmat traffic and the chemicals involved, and much more. NEPA requires examination of cultural, social, and economic impacts, and the new hazmat traffic and risks caused by the SMF would affect all of these topic areas.
7	The data about the types and amounts of hazmat on the highways is collected and analyzed periodically by the Arizona State Emergency Response Commission using federal funds, in something called a Commodity Flow Study, which also includes hazmat moved by rail. So an agency of the state

Code	Issue	Response
4	**Health Effects**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Air Quality**	Assessment of mobile source air toxics is presented in the Draft and Final Environmental Impact Statements beginning on pages 4-68 and 4-77, respectively, and the summary information about the findings of the Joint Air Toxics Assessment Project study is provided as background information in the Draft and Final Environmental Impact Statements, but the study itself is not relevant to the type of analysis done pursuant to the Federal Highway Administration's mobile source air toxics guidance, which is an emissions analysis. Monitored ambient concentrations of mobile source air toxics (the focus of the Joint Air Toxics Assessment Project) do not inform this type of analysis. While monitoring data can be useful for defining current conditions in the affected environment (to the extent that the monitoring data are current), they don't tell us anything about future conditions, or the impacts of the project itself, which is why an emissions analysis was performed. The mobile source air toxic analysis presented beginning on page 4-77 of the Final Environmental Impact Statement is an estimated inventory of mobile source air toxic emissions for the entire Study Area for 2025 and 2035. This approach was used because the inventory estimate accounts for changes in traffic and emissions on all roadways affected by a proposed project, and would, therefore, be a more reliable predictor of changes in exposure to mobile source air toxics. The Draft and Final Environmental Impact Statements present information and analysis about the proposed action and the enhanced conditions when compared against the No-Action Alternative and would not cause significant adverse effects. The Federal Highway Administration and Arizona Department of Transportation Draft and Final Environmental Impact Statements account for the potential effects when considering both adverse and beneficial impacts. The Draft and Final Environmental Impact Statements provide in-depth discussion of potential air quality impacts of the proposed alternatives. The carbon monoxide analysis presented on page 4-65 of the Draft Environmental Impact Statement and updated on page 4-75 of the Final Environmental Impact Statement represents projected carbon monoxide concentrations along the project corridor, including those proposed interchange locations along the South Mountain Freeway corridor. The Arizona Department of Transportation also conducted a quantitative particulate matter (PM_{10}) hot-spot analysis that is discussed on page 4-76 of the Final Environmental Impact Statement. Both of these analyses demonstrate that the health-based National Ambient Air Quality Standards for carbon monoxide and particulate matter (PM_{10}) would not be exceeded at worst-case locations along the project corridor. The emission modeling developed for the proposed action showed that for the mobile source air toxics study area, there would be little difference in total annual emissions of mobile source air toxics emissions between the Preferred and No-Action Alternatives (less than a 1 percent difference) in 2025 and 2035. With the Preferred Alternative in 2035, modeled mobile source air toxics emissions would decrease by 57 percent to more than 90 percent, depending on the pollutant, despite a 47 percent increase in vehicle miles traveled in the Study Area compared with 2012 conditions (see discussion beginning on page 4-77 of the Final Environmental Impact Statement).

(Response 5 continues on next page)

Code	Comment Document
	government has this information. In a real DEIS, the analysis of this data is common.
6	But there is nothing in the DEIS that even mentions the hazmat transportation and associated risks! This raises many issues, from the $20 million spent on this deficient study, to the scoping for the DEIS that was designed to restrict citizen input rather than allowing and encouraging it, to the blatant ignoring of actual, well documented statements of these concerns by citizens.
8	Hazardous Materials has been mostly limited in the DEIS to a discussion of hazardous materials that might be encountered in the soils during construction. Yet, despite this alleged concern, the fact that the proposed path of the freeway crosses contaminated property near Interstate 10 near 55th Avenue is neither mentioned nor examined, much less the financial liability the taxpayers might be assuming by purchasing the contaminated property. That would certainly be an economic impact.
	4) More Air Quality Issues: The Straw That Broke the Camel's Back
3	The portion of Maricopa County that is characterized as the Phoenix metro area has had problems for decades meeting the air quality standards for particulate matter (PM) and other criteria pollutants. Ozone levels are too high in the East Valley and Fountain Hills, for example. There have been several exceedances of the standards for PM set by EPA under the authorities given the agency by the Clean Air Act (CAA). The problem has been so bad over the years that every possible delay and postponement allowed under the CAA to come up with a plan to meet regulatory levels of particulate matter have now been exhausted. So, currently, EPA is examining sanctions that include blocking a billion dollars in highway funds. The Arizona Department of Environmental Quality has tried to explain away the several exceedances of the PM standards in the last year or so by blaming it on dust storms and weather-related problems. However, independent experts who have reviewed the data don't believe it was all related to weather.
9	Almost every one of these PM exceedances have been detected at the air quality monitor at 43rd Avenue and Broadway Road. The placement of a freeway about a mile to a mile and a half upwind from a monitor that has had all these high levels seems foolish and short sighted. And of course, the impacts and risks of this are not examined in the DEIS. Nor does the DEIS examine the dust that would be kicked up during the construction phase, when thousands of tons of dirt would be moved around upwind of the monitor. The proposed path of the South Mountain Freeway would take it over the Salt River bed. To construct the bridges would involve extensive earthmoving. Also, blasting South Mountain would also release enormous amounts of dust (PM), and the natural wind currents and prevailing wind patterns would push this PM toward the air monitor at 43rd Avenue.
3	The South Mountain Freeway could therefore be the most expensive freeway ever built. Not only the construction costs, and the $20 million already spent on the bogus DEIS. To top it off, there would be the loss of the billion dollars in highway funds. This is a gift that keeps on giving, or taking, as there would be subsequent billions lost through the years due to PM exceedances.
	5) Traffic Congestion Issues at West I-10 Junction
10	The junction of the South Mountain Freeway on its west end with Interstate 10 may have been an idea conceived many years ago, but the traffic congestion that exists at the area between 59th and 51st Avenues on that freeway during morning and evening rush hours is already more than extreme. Yet there is no mention in the DEIS of the cumulative impacts and effects of traffic congestion at that proposed junction. A long line of vehicles sitting with engines idling while waiting to get on Interstate 10 at the junction with the SMF would also likely impact the aforementioned air monitor at 43rd Avenue and Broadway.
	There is much talk about the problems at the Broadway Curve, which is near the confluence of Highway 60, the 143, and Interstate 10. Let us be reminded that the Maricopa Association of Governments (MAG) and ADOT caused this problem through their shortsightedness and design problems. They planned these traffic nightmares. So now these same agencies, failed agencies, want to do this South Mountain Freeway. Will we be talking about the new junction in west Phoenix in the same way?
	ADOT already completely ignored the recommendations of the original SMCAT, the group ADOT formed to skirt the proper NEPA scoping, in choosing the proposed alignment. The SMCAT, after months of

Code	Issue	Response
5 (cont.)		The carbon monoxide and particulate matter (PM_{10}) analyses demonstrated that the proposed freeway would not contribute to any new localized violations, increase the frequency or severity of any existing violation, or delay timely attainment of the National Ambient Air Quality Standards or any required interim emissions reductions or other milestones.
6	**Hazardous Materials**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
7	**Hazardous Materials**	The Arizona State Emergency Response Commission maintains the Hazardous Materials Commodity Flow Studies that are used by emergency response planners (such as the Arizona State Emergency Response Commission statewide and the Maricopa County Local Emergency Planning Commission for Maricopa County) as one of the elements considered when developing Emergency Response Plans. Whenever a new road is introduced to an area, the jurisdiction with responsibility for maintaining that area's Emergency Response Plan amends the plan to include the new facility. Once the plan is amended, it is made available to the Arizona Department of Transportation.
8	**Hazardous Materials**	Both the Van Buren Tank Farm and the West Van Buren Water Quality Assurance Revolving Fund site were identified and considered during development of the Draft Environmental Impact Statement (see pages 4-97 and 4-153 and the Draft Initial Site Assessment prepared for the proposed project.) These sites are primarily groundwater-impact sites, and groundwater is found at a depth of over 60 feet below the footprint of the Preferred Alternative. Given the separation distance between the adversely affected media (groundwater) and the construction zone (near surface in these locations), the project team determined that these sites would not pose a risk to construction or to the general public once the facility were completed. This assessment has been clarified in the Final Environmental Impact Statement on page 4-165.
9	**Air Quality**	According to the Arizona Department of Transportation, 2013, *Air Quality Assessment South Mountain Freeway 202L Draft Report*, review of wind data from the Gila River Indian Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows and stable atmospheric conditions, wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns tend to flow from the east to the lower elevations along the Gila River. During the warmer hours' improved mixing, flows typically follow the river channel and come from the north and northwest. Likewise, during a 1-month-long meteorological monitoring period (November 20, 2006, through December 21, 2006) at Pecos Road and 40th Street and a second 1-month-long monitoring period at Pecos Road and 24th and 40th streets (April 19, 2007, through May 21, 2007), winds during the morning hours typically were from the northeast. During the warmer hours, and with improved mixing, winds typically were from the west.

(Responses continue on next page)

Code	Comment Document
10	study, had recommended that the SMF connect to the 101 on the west. So ADOT ignored even the recommendations of its own group and planned the SMF to connect with the I-10 at the currently proposed alignment. This leaves a large question: If ADOT did that at that time long ago, what is to stop it from completely ignoring the current SMCAT should SMCAT vote for a "NO BUILD" option?
11	6) Blasting South Mountain: Religious and Racial Discrimination and Civil Rights Violations in SMF DEIS The DEIS clearly discriminates on the basis of religion and race, and the ongoing ADOT plans for blasting Muhadagi Doog (South Mountain) are ongoing civil rights violations. Throughout the DEIS, it is acknowledged that the GRIC and other native American tribes hold Muhadagi Doog as a sacred site. From the actual language of the DEIS: "The South Mountains are highly valued and considered sacred by some Native American communities. The Community, which includes the Akimel O'odham (River Pima) and Pee Posh (Maricopa) tribes, and other Native American entities—including the Colorado River Indian Tribes and three O'odham groups: the Salt River Pima-Maricopa Indian Community, the Ak-Chin Community, and the Tohono O'odham Nation—consider the South Mountains to play a role in their cultures, identities, histories, and oral traditions." There is plenty of correspondence in the DEIS and its Appendices in which the GRIC repeatedly asserts and reminds ADOT of this, but to no avail. ADOT plans to blast Muhadagi Doog.
12	This is a direct violation of the civil rights of the "Native American entities." In a 1979 consultation on the issue, the United States commission on civil rights defined religious discrimination in relation to the civil rights guaranteed by the Fourteenth Amendment to the United States Constitution. [Section 1. All persons born or naturalized in the United States, and subject to the jurisdiction thereof, are citizens of the United States and of the State wherein they reside. No State shall make or enforce any law which shall abridge the privileges or immunities of citizens of the United States; nor shall any State deprive any person of life, liberty, or property, without due process of law; nor deny to any person within its jurisdiction the equal protection of the laws.] As for racial discrimination, the equal protection clause was originally added to deal with the lack of equal protection provided by law to all in the course of administering justice in the states that had Black codes. The United States commission on civil rights noted, "Whereas religious civil liberties, such as the right to hold or not to hold a religious belief, are essential for Freedom of Religion (in the United States secured by the First Amendment), religious discrimination occurs when someone is denied "the equal protection of the laws, equality of status under the law, equal treatment in the administration of justice, and equality of opportunity and access to employment, education, housing, public services and facilities, and public accommodation because of their exercise of their right to religious freedom." Also, the American Indian Religious Freedom Act (commonly abbreviated to AIRFA) is a US federal law and a joint resolution of Congress that was passed in 1978. It was created to protect and preserve the traditional religious rights and cultural practices of American Indians, Eskimos, Aleuts and Native Hawaiians. These rights include, but are not limited to, access of sacred sites, repatriation of sacred objects held in museums, freedom to worship through ceremonial and traditional rites, including within prisons, and use and possession of objects considered sacred. The Act required policies of all governmental agencies to eliminate interference with the free exercise of Native religion, based on the First Amendment, and to accommodate access to and use of religious sites to the extent that the use is practicable and is not inconsistent with an agency's essential functions. It also acknowledged the prior violation of that right.
13	Clearly, the No Build Alternative is the only viable option that does not constitute a violation of the 14th Amendment to the Constitution and a violation of the American Indian Religious Freedom Act as any freeway alternative proposed in the DEIS of the South Mountain Freeway requires blasting away part of Muhadagi Doog. Thank you,

Code	Issue	Response
10	**Alternatives, W59 Alternative Versus W101 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
11	**Cultural Resources**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
12	**Environmental Justice/Lifestyle**	The Draft Environmental Impact Statement describes a decade-long consultation and coordination effort led by the Arizona Department of Transportation and the Federal Highway Administration with the Gila River Indian Community and other Native American tribes. As a result of the consultation, the cultural importance of the South Mountains is acknowledged in the Draft Environmental Impact Statement in several locations, notably page 5-26. The proposed project would accommodate and preserve (to the fullest extent possible from the available alternatives) access to the South Mountains for religious practices. Section 106 of the National Historic Preservation Act requires a government-to-government relationship between the Federal Government and Indian tribes as described beginning on page 4-140 of the Final Environmental Impact Statement. Section 106 requires federal agencies take into account the effects of their undertakings on historic properties and requires consultation with tribal authorities. Consultation has occurred with Gila River Indian Community government officials, the Tribal Historic Preservation Officer, the Cultural Resource Management Program, other tribes, and the State Historic Preservation Office and has led to concurrence from the Gila River Indian Community Tribal Historic Preservation Office and the State Historic Preservation Office on National Register of Historic Places eligibility recommendations (including traditional cultural properties like the South Mountains), project effects, and proposed mitigation and measures to minimize harm. This consultation has been ongoing and will continue until any commitments in a record of decision are completed. The section entitled *Title VI and Environmental Justice*, beginning on page 4-29 in the Draft Environmental Impact Statement, presents acceptable methods, data, and assumptions to assess the potential for disproportionately high and adverse effects from the proposed action on environmental justice populations and disparate impacts to populations protected under Title VI. Based on the content of the section, no such effects would result from the action alternatives. In light of comments received on the Draft Environmental Impact Statement, the above-referenced conclusions were confirmed in the preparation of the Final Environmental Impact Statement. To provide further clarity, the discussions of environmental justice and Title VI were separated and additional text explaining the relationship of environmental justice and Title VI to various environmental elements was added throughout Chapter 4, *Affected Environment*, *Environmental Consequences, and Mitigation*, as exemplified by the inserted text on page 4-29 of the Final Environmental Impact Statement.
13	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
	Charley Hepfinger, Pharm.D., BCPS, FASCP Ahwatukee Resident _____ Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments. .

Code	Issue	Response

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 7/23/13 INCOMING CALL TIME: 2:13 PM CALLER: WAYNE HEPNER CALLER ADDRESS: 118 WEST MARYLAND, PHOENIX, ARIZONA PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** Hi, I want to voice my support for this freeway [unclear]. There's a whole lot of gas being wasted on traffic jams here in central Phoenix and so that South Mountain freeway would definitely help pay for itself in the long run. Thank you. Bye bye.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway comment
Date: Tuesday, May 14, 2013 9:46:06 AM

-----Original Message-----
From: Henry Hernandez [mailto:adot@henrytheh.net]
Sent: Friday, May 10, 2013 3:33 PM
To: Projects
Subject: South Mountain Freeway comment

First off, allow me to congratulate the team for providing very informative emails, website, and options; most commendable indeed :)

The comment I have about the South Mountain Freeway project concerns the Western Section alternatives. I was surprised to see that the W59 Alternative is the recommended one. Whenever I travel eastbound on the I-10 during rush hour, the congestion usually starts back around L-101. Also, what makes it worst, is at 79th avenue, one of the lanes is lost, thus exacerbating the bottleneck upstream. (1)

How was it determined that the volume of the traffic going through Phoenix would actually be continuing past Chandler? Thus, the W59 Alternative would alleviate the congestion. If this was not considered, I'd think that the
W101 Alternative would be preferably to prevent the congestion from forming in the first place. Thus, directing post-Chandler traffic away from Phoenix Metro.

Sincerely,
xHh.
Henry Hernandez
17338 W Buckhorn Trl
Surprise, AZ 85387
Desert Oasis
623-444-6040 (Home)
480-253-2168 (Mobile)

-------Original Message-------
From: Arizona Department of Transportation <adot@service.govdelivery.com>
To: adot@henrytheh.net
Subject: South Mountain Freeway Public Hearing Set for May 21
Sent: May 10 '13 2:29pm

<snipped>

South Mountain Freeway Public Hearing Set for May 21

<snipped>

Those with comments about the proposed South Mountain Freeway don't need to wait until the public hearing – comments are currently being accepted through July 24, via these channels:

· Providing input by email at projects@azdot.gov

<snipped>

Code	Issue	Response
1	**Alternatives, W59 Alternative Versus W101 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

4267

1 We need it yesterday. I applaud you. It's been a
2 long effort. I've been involved with it
3 historically, even wrote a newspaper article once on
4 the 55th Avenue alignment, and my colleague, who is
5 much smarter, better looking and more
6 [unintelligible] Jim Kretin [phonetic], does say
7 hello, he had a family issue that came up, so he's
8 not here. So I'm the pinch hitter, I'm not as good
9 as the first team, but I'm trying to get to the plate
10 and do the job.
11 I thank you for your time. You've had a
12 long day, so I will stop well under my limit, thank
13 you.
14 THE FACILITATOR: Thank you, sir.
15 David Hernandez.
16 You've got three minutes.
17 MR. HERNANDEZ: Yes, sir, howdy. Three
18 minutes. I've lived over here on 59th Avenue and
19 Roosevelt for about 31 years, and I've got three
20 minutes. Off over at the Indian reservation, over
21 there in Ahwatukee, they got more consideration than
22 59th Avenue. But 59th Avenue, I guess traditionally
23 is Mexican-American. It's a Mexican-American area,
24 and so what, we'll bulldoze that area over, we'll
25 give them more pollution, we'll reduce the quality of

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1

Code	Issue	Response
1	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

1 life for them. There's a school nearby. There's all
2 kinds of studies where all this emission affects kids
3 as well as older adults.
4 I am for the freeway, but it could be moved
5 further west, but I see that these businesses are
6 going to benefit. These businesses right there on
7 59th Avenue, right off the 10, and but there's no
8 consideration for the neighborhood that's there.
9 It's not a big neighborhood, and I believe that if
10 there was a majority blacks or a majority whites,
11 there would be more consideration for that
12 neighborhood.
13 Now, if you're going to be building that
14 area there, which is preferred, I wish you guys would
15 just buy my property so I could go move somewhere
16 else, but like I say, I've lived there 31 years. My
17 house is paid off, I don't want to get into another
18 mortgage, but now what's going to happen to my
19 property values? You know, what, go buy another
20 house somewhere else and start all over? You know,
21 this -- like that guy was saying before, this was
22 started years ago. ADOT and all the powers that be,
23 all the bureaucrats drug their feet, they just drag
24 their feet. Well, back then, when they were going to
25 build it, well, it's going to cost this much money

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Code	Issue	Response
2	**Health Effects**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Alternatives, W59 Alternative Versus W101 Alternative**	
4	**Environmental Justice/Lifestyle**	While the Preferred Alternative would have an adverse effect on environmental justice populations, impacts would be temporary and would not create undue hardship or be disproportionately high compared with projected impacts on all populations in the Study Area. All populations would benefit from the proposed action's implementation through improved regional mobility and reduced local arterial street traffic.
5	**Economics, Socioeconomics**	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138–47; "Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor"). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.

Code	Comment Document

1 and there's not much profit to be made. But now,
2 hey, there's more profit to be made, hey, we're all
3 right, you know, but the homeowners, the taxpayers,
4 even us Mexican-Americans, you know, that live there,
5 who looks out for us? Nobody. Nobody.
6 Thank you.
7 THE FACILITATOR: Thank you, sir.
8 If there is anyone else in the auditorium
9 that would like to speak, please make sure that you
10 register at the front desk. Your name will be called
11 and placed on the screen; you'll be called in the
12 order in which you register.
13 Also, a reminder for those of you who may
14 be speaking and there's an opportunity that you're
15 going to go beyond the three minutes, there are court
16 reporters in the next room that would be happy to
17 take your extended message beyond the three minutes.
18 We're going to take a five-minute break as
19 we change out panelists and we will return in exactly
20 five minutes, thank you.
21 (Recessed from 6:00 p.m. until 6:04 p.m.)
22 THE FACILITATOR: Good evening, everybody.
23 We're ready to get started again. We have a new
24 panel today. We have Tom Deitering, from Federal
25 Highways, we have Brent Cain from ADOT, and Chaun

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Code	Issue	Response

Code	Comment Document

4322

hospital 40 hours a week, and this is from my own experience. And it is not caused by cars driving on the 202. In fact, having the 202 will reduce the stop-and-go traffic that you have on the surface streets and reduce pollution in that way, I believe. So that's all I had to add.

* * *

UNIDENTIFIED SPEAKER: I'm very much for the highway for Laveen, I feel that it would bring in jobs, especially for the youth and the community; and I think that that will assist with some of the crime and the graffiti if we had the highway, which would bring more businesses.

The hospital, we have a lot of senior citizens that live in the area, and unfortunately, the nearest hospital is -- I think it's Maricopa Integrated, and that is a long way when it's an emergency.

So that is my comment, and my reasons for supporting the I-10 highway -- Loop 202 South Mountain Freeway.

* * *

MR. HERNANDEZ: David Hernandez. I live in the preferred route, 59th Avenue south of I-10, and they need to build the freeway. Yes, I agree with it. However, the route that they are taking is shortsighted.

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Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document

1 It benefits the immediate businesses right off of I-10,
2 and it is detrimental to that neighborhood that's there.
3 It's a small neighborhood. That neighborhood would be
4 devastated by the pollution that the vehicles that
5 already I-10 brings in. And then adding another route
6 going south is going to double the pollution.
7 There's a school. There's a school
8 nearby -- it would affect the kids also. The quality of
9 life would be reduced. The majority of the people that
10 live there are Mexican Americans. And so I feel that
11 they're just going to run or bulldoze their ideas in this
12 freeway over all these properties that are there. But
13 the winners will be the businesses, because they're going
14 to be taking them out and instead of residents that are
15 there.
16 Potentially, I would prefer that they buy
17 me out so I can go move somewhere else. I don't look to
18 go buy somewhere else. My house is paid for and I don't
19 want to get into another mortgage. I see the maps that
20 I've seen that 59th Avenue would be just like an access
21 road, just a southbound lane that would impede fire and
22 police coming into the neighborhood.
23 Ahwatukee and the Indian reservation have
24 gotten more say where to place the freeway, however, over
25 here this preferred boundary has not gotten the

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Code	Issue	Response
1	**Alternatives, W59 Alternative Versus W101 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Air Quality**	
3	**Health Effects**	
4	**Environmental Justice/Lifestyle**	While the Preferred Alternative would have an adverse effect on environmental justice populations, impacts would be temporary and would not create undue hardship or be disproportionately high compared with projected impacts on all populations in the Study Area. All populations would benefit from the proposed action's implementation through improved regional mobility and reduced local arterial street traffic.
5	**Acquisitions and Relocations**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

6

1 attention.
2 I've talked to some of the homeowners in
3 the area that live nearby me, and they never received
4 this mail that stated that they were going to have an
5 ADOT meeting today.
6 If I got it, why didn't they get it? Or
7 did they just pepper the area with this mailing about
8 announcing this meeting? That's not right. So, like I
9 say, I agree, they should make the freeway, but it should
10 be further west. And if they are, which I believe they
11 will, build it down 59th Avenue, I wish they'd buy the
12 homes on the west side of 59th Avenue and build a bigger
13 buffer with the existing houses that are there, because
14 it's going to ruin the area, as far as I'm concerned.
15 That's it.
16 * * *
17 UNIDENTIFIED SPEAKER: I just feel that
18 there's a reason that this has not been built. It was
19 first proposed about 25 years ago and there's a reason
20 why it wasn't built; that's because it's a bad idea.
21 This is one of the few good things about
22 this area is South Mountain, one reason why people come
23 to this area because of the natural beauty of the South
24 Mountains. So it's going to be an economic loss. It's
25 also just truly beautiful, and we don't have a lot of

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Code	Issue	Response
6	**Public Involvement**	Notification for the public hearing and community forums included: · media alerts · press releases · direct mail to approximately 87,000 residences and · businesses in the Study Area · newspaper display notices in the *Ahwatukee Foothills News*, *Arizona Informant*, *Arizona Republic*, *East Valley Tribune*, *La Voz*, and *West Valley View* · Web site banner ads displayed by the *Ahwatukee Foothills News*, *Arizona Republic*, *West Valley View*, and the *East Valley Tribune* · radio advertising with 25 spots each on KESZ-FM, KMXP-FM, KNIX-FM, KGME-AM, and KFYI-AM

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Loop 202 Laveen W59 YES!!
Date: Monday, May 20, 2013 8:42:23 AM

-----Original Message-----
From: dpwill2@cox.net [mailto:dpwill2@cox.net]
Sent: Friday, May 17, 2013 6:47 PM
To: Projects
Subject: Loop 202 Laveen W59 YES!!

1 Hello,
We bought in Laveen 9 years ago with the promise that we would soon have a freeway. My brother, parents and in-laws also moved to Laveen with the same hope of a freeway. We need the Loop 202 at W59 to be approved and built. All of my neighbors and friends also feel the same way. Please help our city and build the freeway that was promised to all of us tax paying citizens. We will soon be out growing our current freeway system.
Thank you,
Patrice Herring

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

1

From: Projects
To: ADOT
Subject: FW: Laveen Corridor Freeway
Date: Monday, May 20, 2013 1:07:56 PM

From: Derek Herring [mailto:derek.herring@us.fujitsu.com]
Sent: Monday, May 20, 2013 11:32 AM
To: Projects
Cc: doc018@yahoo.com
Subject: Laveen Corridor Freeway

Hello~ I want to voice my opinion in support of the freeway for the Laveen and adjacent community. I think the city has to recognize that Laveen is one of the fastest growing areas and has a critical lack of the support infrastructure necessary for a robust community. I know there is opposition from people or groups that are near or on the proposed route, but if these people located in this area with the knowledge that this project was a possibility, I have little sympathy for them. There are just as many or more who located to the area with the belief that the freeway was going to happen. My family is part of that group. I have learned that vital business' such as a regional hospital will not be built here because of this issue being a big factor. A hospital is vital to the health and safety of the Laveen and surrounding community and it should way more heavily in the decision to build this freeway. Personally, I am disappointed in the non-value added business that seems to have no problem locating in Laveen. Smoke shops, marijuana dispensaries, many redundant fast food chains are examples of these which are little value added for a diverse area of a solid, moderate income, family based community. The city has neglected us with the lack of vital bridge construction over the Salt River, inadequate roadways, and no major police force. Please don't take away the opportunity to have quality transportation that connects us to the rest of the Metro area. There are many active registered voters like myself that voted to have this project advanced and seen through completion in my neighborhood. In talking with residents in Avondale and Tolleson, I have not heard one person or group that doesn't support this freeway. This project will also bring much needed and **value added** business and industry to make this a premier area to raise families. Thank you for your support!

Thanks &
Regards,
Derek Herring

Fujitsu Semiconductor Wireless Products, Inc.
RF Wireless Apps & Validation Engineering
2100 East Elliot Road M/D EL536
Tempe, Az. 85284
Office: 480.768.3601
derek.herring@us.fujitsu.com

Code	Issue	Response
1		Comment noted.

Code	Comment Document

4251

beautiful thing. And I wouldn't want to change it.
THE FACILITATOR: We'd like to remind you, that there is -- we discourage applause.
MR. HEMRY: I don't. Sorry.
THE FACILITATOR: Our next speaker is Patrice Herring.
Again, we welcome Patrice Herring.
We welcome Patrice Herring. No need to run. Welcome, Ms. Herring. You have three minutes.
MS. HERRING: Hi, thank you so much for being here today and allowing us to speak. I am a native of Phoenix, Arizona, and a resident of Laveen. I have been a resident of Laveen, my husband and I bought a house nine years ago. And my brother had already bought a house in Laveen, him and his family. And then also my mother-in-law bought a house in Laveen. And my parents ended up moving and buying a house in Laveen. So there's quite a few of us who live in Laveen. And one of the reasons we moved to that area is because we were told that there was going to be a freeway coming through and lots of commercial businesses and things for our community.
My husband does live in Chandler, might I add. Right now there's not a whole lot of things for us in Laveen, which we definitely need. I live at

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Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document

1 the cross streets of 57th Avenue and Baseline, which
2 is at the Bougainvillea -- well, now it's the Cotton
3 Fields Golf Course, and many times, almost every day
4 when I come out onto Baseline, at 57th Avenue, the
5 traffic is just terrible. I have to sit there
6 probably for 5 to 10 minutes just to get out. And
7 sometimes it's very dangerous. There's so many cars
8 whizzing by.
9 And we definitely need this freeway, the
10 fact that it will cut down on pollution alone is a
11 huge plus. The fact that it will bring much
12 businesses to our area that are greatly needed.
13 Laveen, I heard, is the fastest-growing city right
14 now. As far as our median income, it's very high. I
15 saw some of the statistics showing we're close to
16 60,000 a year, which is very similar to Ahwatukee.
17 We definitely need this freeway. We need the freeway
18 for the traffic. We need the freeway to keep our
19 citizens happy and there.
20 Right now I go to Tempe to have tennis
21 lessons and to do many things, and I definitely would
22 prefer to keep my tax dollars in Phoenix. So I would
23 definitely like to say please, please, please put in
24 the freeway at the W-59, which would run along the
25 59th Avenue and Baseline area. It would help to link

1

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

us up to all of the Valley, and also help us to stay and keep our dollars in Phoenix as well.

Thank you so much. And appreciate your time.

THE FACILITATOR: Thank you, Ms. Herring. Our next speaker is Ethel Williams. Welcome, Ms. Williams, you have three minutes.

MS. WILLIAMS: Thank you. Thank you for hearing me, and thank you for being here. Thank you for addressing our problems that we're having in the Laveen community. I know that these improvements will help the whole community and the surrounding communities.

Mainly, I moved to Laveen after my daughter, who just spoke, and my son, and her mother-in-law moved to Laveen, because everything looked promising, and we thought it would be a very good move to help improve some of the things that are going on in our surrounding areas in the City of Phoenix area.

But I think that this will bring a lot of help to us, as far as accidents are concerned, because, like she said, the traffic problems are horrendous during the rush hours. And for my

Code	Issue	Response

Code	Comment Document

4314

back on the I-10 and 51st Avenue, and that would relieve a lot of the truck traffic and accidents and other things.

The other thing would be just -- that would also help pollution and air quality and cars idling and trucks idling. And so all of those benefits, I think, would be beneficial to building the freeway on that. And also HOV lanes and stuff would be included on the South Mountain Loop, so that's probably the main reasons why I support it.

* * *

1 MS. HERRING: Patrice Herring. And I definitely want a yes vote on the 202 for the W-59 link because I am a Laveen resident. I bought a house in Laveen because I was promised that this freeway was coming through. We have horrible traffic in our area. We have problems with the river -- when it gets flooded, getting over the river. Sometimes we're stuck where we can't even cross over to the other side of the city. This will reduce pollution, as well, and bring much needed businesses to the Laveen area, and link us to other areas of the city. We definitely need the Loop 202 freeway and we need the W-59 route. Thank you.

* * *

UNIDENTIFIED SPEAKER: I really want you to

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

INCOMING CALL DATE: 5/20/13	INCOMING CALL TIME: 2:40 PM
CALLER: PATRICE HERRING	CALLER ADDRESS:
PHONE: 602-938-9218	EMAIL: DPWILL2@COX.NET

CALLER REMARKS/QUESTIONS:

I would like to speak tomorrow. I'm definitely in favor of having the Loop 202 built um with the W 59 Route. I've been a resident of Laveen for going on over 9 years now. My husband and I bought a house out here, as well as my parents and my in-laws and my brother. And we all definitely want that Loop 202 to come through on the West 59 um I would like to speak tomorrow. Thank you so much. Bye bye.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

1

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 7/24/13	INCOMING CALL TIME: 3:25 PM
CALLER: DAPHNE HERRING	CALLER ADDRESS: LAVEEN, ARIZONA
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

Hi, I'm a resident of Laveen and I definitely want the freeway to come through the west 59th route. I look forward to the freeway being built as it was voter approved. And also I would like for it to be, as far as having sound barriers and be built where it has things that can prevent pollution and that it has a very good quality when it's being built especially coming through Laveen. I do look forward to the freeway, I hope that there can be a rush on this. We've been waiting for this for going on 10 years now. We've been residents in Laveen taxpayers and we're ready for our money to be spent on what we had put the money towards. And also look forward to police being put in the Laveen area as well to help with the traffic and things that are going to be coming through here. So on that note I look forward to it. I hope it's built very soon with quality and thank you so much. Bye bye.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1 2	Scott Herrmann Document Created: 6/18/2013 7:20:40 PM by Web Comment Form dont build it unless it is 5 miles south of pecos road

Code	Issue	Response
1	**Alternatives**	A Riggs Road Alternative was considered. It would replace 51st Avenue south of its connection to Interstate 10 (Papago Freeway) for approximately 21 miles. It would then replace approximately 4 miles of Beltline Road in an easterly direction. At the Riggs Road/State Route 347 intersection, the alternative would replace approximately 3 miles of Riggs Road before connecting to Interstate 10 (Maricopa Freeway) (see Final Environmental Impact Statement page 3-9). While the Riggs Road Alternative would serve regional mobility needs, particularly of those living in the Maricopa area, meeting this travel demand would not address specific planning goals for an integrated regional transportation network. The *Regional Transportation Plan* identifies the proposed South Mountain Freeway as a critical link in the Regional Freeway and Highway System. The Riggs Road Alternative would not complete the Phoenix metropolitan area's loop system as part of State Route 202L, thereby causing substantial out-of-direction travel for motorists. Therefore, the Riggs Road Alternative would not meet the project's purpose and need criteria and was eliminated from further study. In addition, nearly two-thirds of any alternative using Riggs Road would be on Gila River Indian Community land. Tribal sovereignty is based in the inherent authority of Native American tribes to govern themselves. While this notion of sovereignty is manifested in many areas, generally Native American land is held in trust by the United States. Native American communities have the authority to regulate land uses and activities on their lands. States have very limited authority over activities within tribal land (see page 2-1 of the Final Environmental Impact Statement). From a practical standpoint, this means that the Arizona Department of Transportation and Federal Highway Administration do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or condemn tribal land for public benefit through an eminent domain process.
2	**Alternatives, Gila River Indian Community Alignment**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: 202 Extension
Date: Wednesday, May 29, 2013 8:21:54 AM

From: Cindy Hersh [mailto:cehersh@gmail.com]
Sent: Wednesday, May 29, 2013 6:57 AM
To: Projects
Subject: 202 Extension

I want to share my thoughts with you. I am newer to the Phoenix-area having moved here from Cleveland in 2004. In 2007 I had the opportunity to buy a home. I knew I wanted new to newer construction and one of the few places I could afford to do so, at that time, was Laveen.

While I carefully decided where in Laveen I wanted to build, I partly based my decision on where the new 202 extension would/could potentially cross Baseline. Unfortunately, I did not do enough research on the entire backstory on this section of the 202. Had I done my due diligence, I would have more carefully considered the fact that this battle has been going on for years.

And how unfortunate this is. Where would Laveen be today, if the builders, developers and buyers, considered the same. Laveen would have remained the sleepy farming community it was and would not have progressed into the 21st century. Where would the employers like Fry's, Walmart, Lowe's, and Safeway be today? They would NOT be in Laveen!

1 While I can appreciate the detractors position, I can also appreciate my own situation and families like mine. I want to have more flexibility in my life. I want to be able to shop in Ahwatukee, Chandler, and more, and not be limited to the Baseline corridor, Tolleson, Avondale, and Tempe. I want to be able to go to my favorite stores in less than 17 miles (one-way). I want the detractors to be more flexible, and to realize the 202 extension is a good thing for us all. Good for commerce, good for lifestyle, and good for the region.

Please consider ALL positions.

Warmly,

Cynthia Hersh
Laveen, AZ
602-301-2502

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Support For South Mountain 202
Date: Monday, May 20, 2013 8:31:32 AM

From: Karen Hickok [mailto:hickokke@yahoo.com]
Sent: Saturday, May 18, 2013 8:34 AM
To: Projects
Subject: Support For South Mountain 202

1 I understand on May 21 ADOT will be holding a public hearing about the proposed South Mountain Freeway project in metro Phoenix. I will be unable to attend the hearing, but I want to let you know my feelings about the freeway. I think the project is way overdue and that ADOT should begin construction immediately. I drive to/from Ahwatukee to downtown Phoenix every weekday for work and the traffic congestion during rush hour is terrible. I cringe at the waste of time and money I and each driver experience every day. And, that does not take into account the pollution spewed from vehicles because of the extra time they are on the road. The voters have approved the project twice. It is high time ADOT stops this waste of time and money begins the project that the majority of people want.

Respectfully submitted,

Karen Hickok
11652 S. Jokake St.
Phoenix, AZ 85044

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

INCOMING CALL DATE: 05/14/13	INCOMING CALL TIME: 10:26 AM
CALLER: HIGBY	CALLER ADDRESS: 276 E. GERMANN DRIVE, CHANDLER, AZ 85286
PHONE: 480-892-7311	EMAIL:

CALLER REMARKS/QUESTIONS:

Build that South Mountain Freeway. It will make jobs and it will make traffic congestion less and since we are all going to run out of water pretty soon and the universe is still expanding, it doesn't make any difference anyway. So go ahead and do it. You might as well have fun while you still have the Glen Canyon Dam producing some electricity until it silts up and enough fossil fuel left to think you can actually accomplish something. Go ahead, bring more people to the Valley to suck the 2,000-year-old ground water out of the ground. Bring the CAP in. You know, you already got more allocated out of the Colorado River than it'll ever produce and we are in a drought and we are in global warming. Go ahead, keep building, see if I care. I can tolerate that. I am just going to move. I'll have to move. We will all have to move. Give it back to the Native Americans who want to eat jojoba and banana yucca. Build that freeway. Go ahead spend all the money. Who cares? Okay, have fun people. Just like fleas on a dog. The world will shake us off like old fleas and it will heal again. Okay. Have a nice day. Bye.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 INCOMING CALL TIME: 3:41 PM CALLER: JOE HILL CALLER ADDRESS: 4606 SOUTH DORSEY LANE PHONE: 480-838-1915 EMAIL: **CALLER REMARKS/QUESTIONS:** Yes, I support the South Mountain Freeway. I am a registered voter Thanks much.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: NO to 202 Freeway Expansion
Date: Monday, July 15, 2013 11:01:12 AM
Attachments: image002.png

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov
ADOT Communications

From: Gina Hillis [mailto:Gina@AzHHA.Org]
Sent: Monday, July 15, 2013 11:01 AM
To: Projects
Subject: NO to 202 Freeway Expansion

1 2 3 4 5 6 7 8

As a resident of beautiful Ahwatukee for the last 16 years, I am praying that the development of the 202 Loop does not go through. This expansion will destroy the beautiful tranquil neighborhoods of Ahwatukee and expose this community to crime, smog and noise pollution. Then we have the numerous homes and church that will be destroyed to make way for this unwanted freeway! All of this destruction so semis and massive traffic can pass through to the west side. The thought of the many homeowners who will be displaced as their homes are destroyed is an absolute nightmare. There is no way the state will pay these homeowners the money that their homes are worth! It will be such a loss for so many people.

Yes, I have to travel a bit further to get around to the west side, but it's worth it to save our community.

NO to the 202 Loop!!!!!

Gina

Gina M. Hillis
Assistant to the President
Arizona Hospital and Healthcare Association
2800 North Central Avenue, Suite 1450

Code	Issue	Response
1	**Visual Resources**	Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-169 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.
2	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
3	**Neighborhoods/ Communities**	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
4	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Noise**	
6	**Neighborhoods/ Communities**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
7	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
8	**Acquisitions and Relocations**	

Code	Comment Document
	Phoenix, AZ 85004 602.445.4300 www.azhha.org ghillis@azhha.org NOTICE: This message and any attachments may be privileged and confidential information. If you are not the intended recipient, please do not transmit, copy, disclose, store or utilize this message or attachments. Please notify the sender of the delivery error by replying to this message, and then delete it from your system. You should check this email and any attachments for viruses; we can accept no liability for any damage caused by virus. Thank you. --- Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response

Code	Comment Document

2111 N. 37th Drive
Phoenix, AZ 85009
July 19, 2013

ADOT
Loop 202 South Mountain Freeway Study
1655 West Jackson Street, MD 126F
Phoenix, AZ 85007

Dear Reviewers:

1 The stated purpose of this freeway is to relieve Interstate 10 congestion in Phoenix. The EIR must include alternatives.

2 3 The only freeway that will relieve this congestion in Phoenix must be built south of the Sierra Estrella mountains. This alternative is not included in the EIR, making it defective.

4 The most needed freeway in Phoenix is the Paradise. This was voted on by an initiative of the people. The vote was for the Squaw Peak and the Paradise freeways. See the picture on the front page of the Arizona Republic the day of the vote.

5 The South Mountain Freeway on the other hand was a referral to the voters that was part of a huge package. The voters were told that this freeway was included in the package but would probably never be built. Because the other projects were needed, we approved the measure.

If the freeway is built, we will have been lied to again.

Yours truly,

John Hinz

John Hinz

Code	Issue	Response
1	**Alternatives**	The Final Environmental Impact Statement contains a chapter (Chapter 3, *Alternatives*) that provides a discussion of the alternatives generation, screening, and selection process.
2	**Alternatives**	A Riggs Road Alternative was considered. It would replace 51st Avenue south of its connection to Interstate 10 (Papago Freeway) for approximately 21 miles. It would then replace approximately 4 miles of Beltline Road in an easterly direction. At the Riggs Road/State Route 347 intersection, the alternative would replace approximately 3 miles of Riggs Road before connecting to Interstate 10 (Maricopa Freeway) (see Final Environmental Impact Statement page 3-9). While the Riggs Road Alternative would serve regional mobility needs, particularly of those living in the Maricopa area, meeting this travel demand would not address specific planning goals for an integrated regional transportation network. The *Regional Transportation Plan* identifies the proposed South Mountain Freeway as a critical link in the Regional Freeway and Highway System. The Riggs Road Alternative would not complete the Phoenix metropolitan area's loop system as part of State Route 202L, thereby causing substantial out-of-direction travel for motorists. Therefore, the Riggs Road Alternative would not meet the project's purpose and need criteria and was eliminated from further study. In addition, nearly two-thirds of any alternative using Riggs Road would be on Gila River Indian Community land. Tribal sovereignty is based in the inherent authority of Native American tribes to govern themselves. While this notion of sovereignty is manifested in many areas, generally Native American land is held in trust by the United States. Native American communities have the authority to regulate land uses and activities on their lands. States have very limited authority over activities within tribal land (see page 2-1 of the Final Environmental Impact Statement). From a practical standpoint, this means that the Arizona Department of Transportation and Federal Highway Administration do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or condemn tribal land for public benefit through an eminent domain process.
3	**Alternatives**	The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. The State Route 85/Interstate 8 Alternative was evaluated for the proposed project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.
4	**Alternatives**	The Paradise Parkway was included in the original Proposition 300 packages of road improvements (see Figure 1-2 on Final Environmental Impact Statement page 1-6). However, it was dropped from the plan and was not included in the projects proposed in Proposition 400 (the *Regional Transportation Plan*). The South Mountain Freeway was part of both Proposition 300 and 400 proposals.

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
5	**Purpose and Need**	The Draft Environmental Impact Statement does not claim that the South Mountain Freeway has ever been subject to a public vote. The Draft Environmental Impact Statement states that the South Mountain Freeway has been included in regional transportation plans since 1985 and, on two occasions, Maricopa County voters have approved a half-cent sales tax to fund the projects in the regional transportation plan. The Southwest Loop Highway—the South Mountain Freeway predecessor—was integral to the Regional Freeway and Highway System approved by Maricopa County voters in 1985. Although other facilities were considered a higher priority early in development of the Regional Freeway and Highway System, the South Mountain Freeway has been included in every subsequent update. The same route was approved by the State Transportation Board in 1988. In 2004, Maricopa County voters approved Proposition 400, which was designed to fund completion of the remaining segments of the Regional Freeway and Highway System, including the proposed South Mountain Freeway (Final Environmental Impact Statement page 1-21).

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway
Date: Wednesday, May 22, 2013 10:50:42 AM

From: Bill [mailto:javelin47@q.com]
Sent: Tuesday, May 21, 2013 12:53 PM
To: Projects
Subject: South Mountain Freeway

1 I support the building of the freeway; it is significantly over due. Phoenix is one of the very few medium-large cities that does not have any way for through traffic to avoid traversing the city center. I'm sure there are a few others, but I can't recall any. It is absurd that a city & metropolitan area this size does not have a "belt way" of some sort circling the city. We have about 3/4 of one with the rest of the 202 and 101 freeways - the circle needs to be completed.

Not only will this reduce the congestion around the Broadway curve and reduce the potential for serious incidents in the Deck Park Tunnel, but along with getting through traffic around the city it will help those of us in the Ahwatukee area get to the west side with lower fuel costs and less pollution. I have found it ridiculous that we can go to 31st Avenue on Chandler Blvd, but can't get around the mountain, so any trips downtown necessitate a 10 mile trip east before going north and west - what a waste of fuel, time and creation of unnecessary pollution.

Thank you,
William Hipple
15827 S 42nd St
PHX, 85048

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: W59 alternative
Date: Wednesday, May 22, 2013 10:51:37 AM
Attachments: image001.png
image002.png

From: Nate Hocking [mailto:nate@cafevalley.com]
Sent: Tuesday, May 21, 2013 2:25 PM
To: Projects
Subject: W59 alternative

I believe the the **W59 altenative** (1st choice) would be the best option, considering it would give the best position for the flow of traffic West of the I17 and East of the 101, south I10 or east valley.

1 **The W101 alternative** (2nd choice) would also make sense due to the natural flow south on the 101 and prevent buildup Eastbond I10 to make the connection.

I do not like any of the other alternatives.

Nate Hocking
QA Manager

7000 West Buckeye Road
Phoenix, AZ 85043
Office: (602) 336-2152
Fax: (602) 278-8906
Cell: (480) 226-8151
nate@cafevalley.com

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Code	Issue	Response
1	**Alternatives, W59 Alternative Versus W101 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Loop 202 - DO NOT BUILD
Date: Friday, July 05, 2013 8:34:44 AM
Attachments: image001.png

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov
ADOT Communications

From: Michelle Hoffner [mailto:m_hoffner@hotmail.com]
Sent: Wednesday, July 03, 2013 3:57 PM
To: Projects
Subject: Loop 202 - DO NOT BUILD

1 2 After attending the Ahwatukee open forum I am even more opposed to the building of the freeway. It is destructive, expensive, unhealthy and a poor use of funds. There is highway 85 and/or Riggs Road that can and should be expanded and developed to address the truckers and divert traffic around rather than through.

3 4 5 6 7 There are homes, schools and beautiful South Mountain that will be destroyed because of this. Not enough due diligence has been put into exploring the other roads to use. This area has been allowed to expand, grow and develop for many years. It is irresponsible and careless to destroy what has been allowed to be built and develop while there are alternatives. This route should go around the valley instead of through it.

8 9 10 11 Unbelievable and unthinkable how folks would consider destroying South Mountain for this project. What does that say about our consideration of the environment and the beautiful natural structures. I am concerned and fearful of the impact the Mexican trucks and other trucks passing through will have - pollution, accidents, spills, etc., - so close to homes, schools and families.

1 This is a poor use of tax payers funds and irresponsible on ADOT's part. Spend the money wisely by improving the already existing Highway 85 if something has to be built.

I say DO NOT BUILD!

Code	Issue	Response
1	**Alternatives**	The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other "loop" freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. The State Route 85/Interstate 8 Alternative was evaluated for the proposed project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.
2	**Alternatives**	A Riggs Road Alternative was considered. It would replace 51st Avenue south of its connection to Interstate 10 (Papago Freeway) for approximately 21 miles. It would then replace approximately 4 miles of Beltline Road in an easterly direction. At the Riggs Road/State Route 347 intersection, the alternative would replace approximately 3 miles of Riggs Road before connecting to Interstate 10 (Maricopa Freeway) (see Final Environmental Impact Statement page 3-9). While the Riggs Road Alternative would serve regional mobility needs, particularly of those living in the Maricopa area, meeting this travel demand would not address specific planning goals for an integrated regional transportation network. The *Regional Transportation Plan* identifies the proposed South Mountain Freeway as a critical link in the Regional Freeway and Highway System. The Riggs Road Alternative would not complete the Phoenix metropolitan area's loop system as part of State Route 202L, thereby causing substantial out-of-direction travel for motorists. Therefore, the Riggs Road Alternative would not meet the project's purpose and need criteria and was eliminated from further study. In addition, nearly two-thirds of any alternative using Riggs Road would be on Gila River Indian Community land. Tribal sovereignty is based in the inherent authority of Native American tribes to govern themselves. While this notion of sovereignty is manifested in many areas, generally Native American land is held in trust by the United States. Native American communities have the authority to regulate land uses and activities on their lands. States have very limited authority over activities within tribal land (see page 2-1 of the Final Environmental Impact Statement). From a practical standpoint, this means that the Arizona Department of Transportation and Federal Highway Administration do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or condemn tribal land for public benefit through an eminent domain process.
3	**Neighborhoods/ Communities**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
4	**Alternatives**	The Final Environmental Impact Statement contains a chapter (Chapter 3, *Alternatives*) that provides a discussion of the alternatives generation, screening, and selection process.

(Responses continue on next page)

Code	Comment Document

Regards,
Michelle Hoffner

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Code	Issue	Response
5	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
6	**Acquisitions and Relocations**	It is not within a City's or State's right to deny building permits to developers who meet all requirements and want to develop their land. In 1996, the Maricopa Association of Governments Regional Council approved the Red Letter Process to provide early notification of potential development (including plans, zoning, and permits) in planned freeway alignments. In addition, the Arizona Department of Transportation works closely with Cities and Counties during the environmental impact statement process to encourage developers to reserve land for future transportation improvements. In some cases, when the developer is willing, the Arizona Department of Transportation has been able to purchase a portion of the land through advanced acquisition (see Final Environmental Impact Statement pages 3-53, 4-13, and 4-48).
7	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
8	**Section 4(f) and Section 6(f)**	
9	**Trucks**	
10	**Air Quality**	
11	**Hazardous Materials**	

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway - No Build
Date: Tuesday, July 23, 2013 2:49:48 PM

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov

-----Original Message-----
From: Michelle Hoffner [mailto:m_hoffner@me.com]
Sent: Tuesday, July 23, 2013 2:49 PM
To: Projects
Subject: South Mountain Freeway - No Build

1 2 3 4 5 6

The more I learn about this the more disappointed I am. Why isn't the Highway 85 / Riggs Road route not being used for this? I vote no build and modify the existing infrastructure to handle the tuck traffic rather than destroy the mountain and create a hazardous and dangerous situation for the community.

Regards,
Michelle

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Code	Issue	Response
1	**Alternatives**	The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other "loop" freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. The State Route 85/Interstate 8 Alternative was evaluated for the proposed project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.
2	**Alternatives**	A Riggs Road Alternative was considered. It would replace 51st Avenue south of its connection to Interstate 10 (Papago Freeway) for approximately 21 miles. It would then replace approximately 4 miles of Beltline Road in an easterly direction. At the Riggs Road/State Route 347 intersection, the alternative would replace approximately 3 miles of Riggs Road before connecting to Interstate 10 (Maricopa Freeway) (see Final Environmental Impact Statement page 3-9). While the Riggs Road Alternative would serve regional mobility needs, particularly of those living in the Maricopa area, meeting this travel demand would not address specific planning goals for an integrated regional transportation network. The *Regional Transportation Plan* identifies the proposed South Mountain Freeway as a critical link in the Regional Freeway and Highway System. The Riggs Road Alternative would not complete the Phoenix metropolitan area's loop system as part of State Route 202L, thereby causing substantial out-of-direction travel for motorists. Therefore, the Riggs Road Alternative would not meet the project's purpose and need criteria and was eliminated from further study. In addition, nearly two-thirds of any alternative using Riggs Road would be on Gila River Indian Community land. Tribal sovereignty is based in the inherent authority of Native American tribes to govern themselves. While this notion of sovereignty is manifested in many areas, generally Native American land is held in trust by the United States. Native American communities have the authority to regulate land uses and activities on their lands. States have very limited authority over activities within tribal land (see page 2-1 of the Final Environmental Impact Statement). From a practical standpoint, this means that the Arizona Department of Transportation and Federal Highway Administration do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or condemn tribal land for public benefit through an eminent domain process.
3	**Purpose and Need, Truck Bypass**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
4	**Section 4(f) and Section 6(f)**	
5	**Hazardous Materials**	
6	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Loop 202 Draft EIS Public Comment
Date: Tuesday, April 30, 2013 8:52:41 AM

From: Derek Hofmann [mailto:derek.hofmann@gmail.com]
Sent: Sunday, April 28, 2013 12:37 PM
To: Projects
Subject: Loop 202 Draft EIS Public Comment

1 2 If the South Mountain Freeway were built, it would cost taxpayers billions of dollars while only temporarily relieving traffic congestion on the I-10. One day both freeways will be congested again, and then we would be right back where we started, only with more congested freeway lane-miles creating more air pollution than today.

3 4 Implementing a variable express toll on the I-10 during peak travel periods would cost almost nothing to implement and would permanently eliminate traffic congestion on the I-10 without overcharging[1] anyone. This would save Arizona taxpayers billions of dollars compared to building the South Mountain Freeway, and even billions more when the South Mountain Freeway would inevitably need to be widened. Further, the toll revenue would reduce or eliminate the I-10's maintenance cost burden on taxpayers.

United States Transportation Secretary Ray LaHood has indicated a willingness[2] to allow the states to toll federal interstates as long as the revenue stays in the same freeway.

With its vastly lower cost to taxpayers and reduced environmental impacts compared to the other alternatives, why isn't a variable express toll being considered?

[1] Variable express tolls are set only just high enough (but no higher) to eliminate traffic congestion, and are reduced during quieter periods to encourage people to travel outside of rush hour.

[2] http://transportationblog.dallasnews.com/2011/03/us-government-not-opposed-to-t.html/

Derek Hofmann
derek.hofmann@gmail.com

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Code	Issue	Response
1	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
2	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Alternatives**	The determination of purpose and need for the proposed project includes an assumption that substantial improvements would be made to the Interstate 10 corridor between State Route 51 and U.S. Route 60 (see Final Environmental Impact Statement page 1-13). One of the concepts that have been studied by the Maricopa Association of Governments and Arizona Department of Transportation is to implement managed lanes in the Interstate 10 corridor (see Southeast Corridor Major Investment Study, at <azmag.gov/Projects/>). Even with these planned improvements to Interstate 10, the proposed project remains a vital component of the Regional Freeway and Highway System.
4	**Alternatives**	The proposed freeway at one point featured a ten-lane freeway cross section, with three general purpose lanes in each direction and sufficient right-of-way to add a high-occupancy vehicle lane and a general purpose lane in each direction in the median in the future (when warranted by travel demand). The Maricopa Association of Governments, in association with the Arizona Department of Transportation, later examined an eight-lane freeway cross section, with three general purpose lanes and one high-occupancy vehicle lane in each direction (see Final Environmental Impact Statement pages 3-19 and 3-20). Such a configuration would reduce the right-of-way needed for the freeway without jeopardizing its ability to meet the purpose and need criteria. Additionally, the eight-lane freeway would cost about $200 million less than the ten-lane freeway (see the Final Environmental Impact Statement, beginning on page 3-23). Because the eight-lane freeway would meet the project's purpose and need and would do so with lower costs, less right-of-way acquisition, and fewer impacts than the ten-lane freeway, it was carried forward for further consideration.

Code	Comment Document
1 2	Document Created: 6/4/2013 2:13:04 PM by Web Comment Form My concerns include inviromental impact, crime and pollution. The Ahwatukee region will suffer when this freeway is installed, and I am concerned. What will ADOT and the City of Phoenix do to keep crime out, and create a clean environment? Thanks Connor Hogan

Code	Issue	Response
1	**Neighborhoods/ Communities**	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
2	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Comments in opposition to South Mountain Freeway
Date: Wednesday, July 17, 2013 2:16:30 PM

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov

-----Original Message-----
From: Sierra Club [mailto:information@sierraclub.org] On Behalf Of Emily Hogan
Sent: Wednesday, July 17, 2013 8:14 AM
To: Projects
Subject: Comments in opposition to South Mountain Freeway

Jul 17, 2013

Arizona Department of Transportation South Mountain Study Team
1655 W Jackson St, MD 126F
Phoenix, AZ 85007

Dear South Mountain Study Team,

1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.

2 3 Every big city needs places where its citizens can go to get away from freeways and the bustle of city life. South Mountain Park is one of the best places to do that. It also contains petroglyphs, and is an historic site. The proposed freeway would end all that.

4 5 The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer.
ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.

6 7 South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.

3 8 9 The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.

The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction

Code	Issue	Response
1	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Cultural Resources**	
3	**Section 4(f) and Section 6(f)**	
4	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
5	**Alternatives**	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the *Regional Transportation Plan* and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
6	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
7	**Health Effects**	
8	**Biology, Plants, and Wildlife**	

(Responses continue on next page)

Code	Comment Document
1	would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center. Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you. Sincerely, Mrs. Emily Hogan PO Box 1736 Glendale, AZ 85311-1736 (623) 245-8534 _____ Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments. .

Code	Issue	Response
9	**Neighborhoods/ Communities**	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 05/10/13 INCOMING CALL TIME: 10:31 AM CALLER: KEVIN AND ELIZABETH HOGUE CALLER ADDRESS: 7309 S. 74TH LANE, LAVEEN, AZ 85339 PHONE: 602-237-1997 EMAIL: **CALLER REMARKS/QUESTIONS:** I am in favor of the South Mountain Freeway. Actually, my husband supports the project too. Building this freeway would definitely add value to our home. When it rains and things flood, we need to travel east before we can get anywhere to the west. Thanks for your time.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway
Date: Wednesday, July 17, 2013 2:17:47 PM
Attachments: image001.png

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov
ADOT Communications

From: Hohensee, Damian [mailto:dhohensee@cgrmc.org]
Sent: Tuesday, July 16, 2013 5:15 PM
To: Projects
Subject: South Mountain Freeway

1 It is amazing that ADOT continues to state that the South Mountain freeway was voted in…it wasn't. It was part of a package that had some excellent projects within it, and some outright terrible ideas. The project of this size should have stood on its own merits, and should have been a stand-alone proposition. A project that bears this level of cost (1,900,000,000) and has the environmental impact that this project has deserves that treatment. Instead, it was bunched together with other projects. This is an old technique used by ALL governments to pass items that would fail if voted on by themselves. It is clear that members of ADOT are not objective in this project…I can only guess as to how many brown envelopes have been passed under the table on this one!!!

Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.
.

Code	Issue	Response
1	**Purpose and Need**	The Draft Environmental Impact Statement does not claim that the South Mountain Freeway has ever been subject to a public vote. The Draft Environmental Impact Statement states that the South Mountain Freeway has been included in regional transportation plans since 1985 and, on two occasions, Maricopa County voters have approved a half-cent sales tax to fund the projects in the regional transportation plan.

Code	Comment Document

5585

1 ***
2 THE REPORTER: State your name.
3 MS. HOHMAN: Sharolyn, S-h-a-r-o-l-y-n,
4 Hohman, H-o-h-m-a-n.
5 Primarily, my comment is that I think
6 that it is absolutely criminal the time it's taken to
7 come to a decision. The money that has been spent.
8 I can't even find anybody who remembers when the
9 first Citizens Advisory Team was put together. I
10 served on it. And I think that all of the delays
11 have cost so much money. I just heard an estimate of
12 $25 million. We could build a couple miles of
13 freeway with that money.
14 But it's done, and we need to move
15 forward. I think we have done due diligence. We
16 have been fair. We have been thorough. And to
17 continue to play a cat and mouse game with various
18 stakeholders is just not moral or ethical any longer.
19 THE REPORTER: Is that it?
20 MS. HOHMAN: That's pretty much my
21 statement. If anybody has any questions, I would be
22 delighted to fill in the holes. I know they wanted
23 you to be specific, but that's about as specific as I
24 can be. I've lived -- moved to Arizona in -- to the
25 Valley in 1960, so that was when Black Canyon was

Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document
1	being built. It was complete to Thomas when I moved out here. So anyway, we need to bite the bullet and get 'er done. THE REPORTER: Thank you. Page 4 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Casey Holaway Document Created: 6/13/2013 11:15:33 AM by Web Comment Form Any one of the W101 Alternatives would be the best option for smooth traffic flow on east and westbound I-10. Traffic already slows by the 101 and adding another freeway at 59th Ave would just create another bottleneck. Connecting at Loop 101 would be the best long term solution.

Code	Issue	Response
1	**Alternatives, W59 Alternative Versus W101 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/17/13 INCOMING CALL TIME: 10:35 AM CALLER: ROY AND LEONA HOLAWAY CALLER ADDRESS: 605 W SAN MARCOS DRIVE, CHANDLER, AZ 85225 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** We're in support…[Unclear]

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: 202 Document in one pdf file
Date: Tuesday, May 14, 2013 9:39:35 AM

From: Les Holland [mailto:les_holland@prodigy.net]
Sent: Saturday, May 11, 2013 2:09 AM
To: Projects
Subject: 202 Document in one pdf file

To: projects@azdot.gov

1 **How do I get a complete download of the 202** Draft Environmental Impact Statement **document in one pdf file so it is easily searchable?**

Are DVDs available either free or under $5 ?

"Each complete chapter is available for download and review" is **a big waste of time** and is **"information hiding."**

Les.Holland@computer.org

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Code	Issue	Response
1	**Public Involvement**	The Draft Environmental Impact Statement as a single PDF was over 500 megabytes in size. To better facilitate downloading from the public, it was divided into sections. The online public hearing included access to an interactive PDF that included hyperlinks for page references and was completely searchable. Compact discs of the Draft Environmental Impact Statement were available at no charge at the public hearing and community forums or by request at the Arizona Department of Transportation.

Code	Comment Document

From: Thomas Holloway
To: Projects
Subject: South Mountain Freeway
Date: Tuesday, July 23, 2013 6:14:26 PM

I would like to express my concern over the proposed loop 202 South Mountain Freeway. I do not want this freeway built in Ahwatukee or on the Pecos Road alignment. I express my desire for a no build option. I believe this is a waste of taxpayer funds and that this freeway is not needed for the expansion of Phoenix. (1)
Money should be spent on alternative ideas like light rail or other non-polluting alternatives. (2)

Thank you for your time and consideration.

Kevyn Holloway
Ahwatukee Resident
85048

Code	Issue	Response
1	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Alternatives, Nonfreeway Alternative**	

Code	Comment Document
1	Greg Holman Document Created: 7/20/2013 4:51:05 PM by Web Comment Form I am definitely for the building of this much needed highway. As a piano tuner who lives on the west side of Phoenix it will save me time, gas, and money if Have an appointment around the area of pesos and desert foothills roads so instead of driving the whole length of pesos from I-10.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

LOOP 202
South Mountain
Freeway Study

2013

Draft Environmental Impact Statement
COMMENT FORM

Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.

ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

It is helpful to ADOT to receive comments on:

- A particular alternative, environmental impact assessment, and/or draft mitigation.
- Any information you feel is incomplete or incorrect.
- How the proposed action would affect you.

Comments must be received or postmarked by July 24, 2013.

1 I AM IN FAVOR AND STRONGY SUPPORT THE NO ACTION/NO BUILD OPTION FOR THE PROTECTION OF SOUTH MOUNTAIN PARK AND AIR QUALITY IN PHOENIX.

2 THE PROJECT DESCRIPTION DOES NOT CONTAIN ANY COMPELLING REASON TO PROVIDE THIS FREEWAY.

3 IT DOES LIST REASONS TO NOT BUILD - SUCH AS A DESTRUCTIVE INCURSION THROUGH SOUTH MOUNTAIN PARK WHICH IS A UNIQUE, VALUABLE AND IMPORTANT ASSET TO THE CITIZENS OF PHOENIX AND MARICOPA COUNTY. NO OTHER CITY IN THIS COUNTRY HAS SUCH A LARGE NATURAL DESERT MOUNTAIN PARK. IT WOULD BE A CRIME TO BEGIN A PROCESS WITH SUCH NEGATIVE

4 AFFECTS ON THE PLANT LIFE, WILD LIFE, →

Optional

Name LINDA HOLMAN BENTLEY Email lindabentley@earthlink.net

Address 301 W. WINDSOR AVE.

City PHOENIX State AZ Zip 85003

Phone 602-230-7273 Fax

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov **or mailed to:** ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150

ADOT U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Purpose and Need, Lack of Support**	
3	**Section 4(f) and Section 6(f)**	
4	**Biology, Plants, and Wildlife**	

Code	Comment Document

LOOP 202
South Mountain
Freeway Study
2013

Draft Environmental Impact Statement
COMMENT FORM

Additional Comments:

5 AIR QUALITY AND HUMAN VISITATION
IN THE PARK.
NO WHERE IN THIS ENVIRONMENTAL
IMPACT STATEMENT DOES ADOT PROVIDE
6 ALTERNATIVES THAT DO NOT REQUIRE
7 DESTRUCTIVE CONSTRUCTION. ALTERNATIVES
SUCH AS MASS TRANSIT, IMPROVED ALTERNATIVE
TRANSPORTATION OPTIONS AND A SERIOUS
8 COMMUNITY DISCUSSION ABOUT THE COST
OF THIS FREEWAY (FINANCIALLY, CULTURALLY
AND AIR QUALITY WISE) HAS NOT OCCURRED.
THE ASSUMPTION IS THAT CUTTING A FEW
MINUTES OFF OF CAR TRAVEL TIME IS
WORTH DESTROYING A DESERT THAT IS
HOME TO PLANT LIFE, WILD LIFE AND
HUMANS SEEKING REFUGE FROM FREEWAYS.
I UNDERSTAND THAT THE MISSION OF
9 ADOT IS TO BUILD AND MAINTAIN ROADS.
I BELIEVE THAT THE ARIZONA DEPARTMENT
OF TRANSPORTATION MUST ENLARGE THEIR
VIEWPOINT AND FOCUS ON WORKING WITH
THE CITIZENS OF ARIZONA TO PRESERVE
AND IMPROVE A DESERT LIFESTYLE
SUSTAINABLE TO ALL INHABITANTS HERE.
THEREIN LIES QUALITY OF LIFE AND
INTEGRITY OF PURPOSE.
THANK YOU.

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)

ADOT Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
5	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
6	**Alternatives**	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the *Regional Transportation Plan* and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
7	**Alternatives, Nonfreeway Alternatives**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
8	**Public Involvement**	This study, which began in July 2001, is expected to be completed in 2014. During the study process, community members have had and will continue to have various opportunities to ask questions, express opinions, and provide comments about the proposed action. To facilitate public input to the environmental impact statement process, a variety of communication tools were used at major project milestones, including: · A 2-day agency scoping meeting was held with 95 agency representatives at the beginning of the environmental impact statement process. · Communication with local, regional, State, and federal agencies continued throughout the process with monthly coordination meetings. · Both the Arizona Department of Transportation and Federal Highway Administration have sought and encouraged the Gila River Indian Community to allow study of alternatives on its land for the Eastern Section. The Gila River Indian Community has not granted permission to study an alternative in detail within Gila River Indian Community boundaries. Therefore, the Arizona Department of Transportation and Federal Highway Administration have determined that an alternative alignment on Gila River Indian Community land is not feasible. · During the environmental impact statement process, over 200 presentations were made to community groups, homeowners' associations, chambers of commerce, village planning committees, trade associations, and other interested parties. · Eleven formal public meetings were held. Fifteen days prior to each meeting, display advertising was placed in The *Arizona Republic*, the *Ahwatukee Foothills News*, the *Gila River Indian News*, the *Tribune*, *La Voz*, and the *West Valley View*. Total distribution was approximately 260,000 newspapers per formal meeting. · One meeting notice flier and four newsletters were distributed throughout the Study Area in the following quantities (per distribution per meeting): 28,500 door hangers, 5,000 inserts in the *Gila River Indian News*, and 28,000 inserts in the *Ahwatukee Foothills News*. In addition, newsletters and fliers were sent to over 4,500 individuals on the project mailing list. · The November 2008 project newsletter was mailed to 78,700 businesses and residences in the Study Area and to 3,300 individuals on the project mailing list. · The February 2010 project newsletter was mailed to 62,400 businesses and residences in the Study Area and to 3,600 individuals on the project mailing list. A project Web site was developed to provide the public with project information and obtain feedback. Approximately half of comments received were submitted electronically through the Web site's online survey or e-mail. Over 5,000 comments have been received by the project team. Since 2002, the Arizona Department of Transportation has worked with a South Mountain Citizens Advisory Team, representing various stakeholder groups in the South Mountain Freeway Study Area. The group met regularly to review environmental and technical data, discuss the interests and concerns of their respective organizations, and to help find a consensus solution for this proposed project. The general public was welcome to attend each one of these meetings. There also have been various community meetings through the course of this study. For a listing of the past South Mountain Citizens Advisory Team and community meetings, visit <azdot.gov/southmountainfreeway/meeting_notices.asp#communitypast>. Additionally, individual members of the community had an opportunity to review the Draft Environmental Impact Statement, attend a public hearing, and provide comments to be included in the Final Environmental Impact Statement.

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
9	**Purpose and Need**	Final Environmental Impact Statement page 1-3 states that the Arizona Department of Transportation's mission is to "provide a safe, efficient, cost-effective transportation system that links Arizona to the global economy, promotes economic prosperity, and demonstrates respect for Arizona's environment and quality of life." Its stated goals relating to the proposed action are to: · improve the movement of people and products throughout Arizona · increase the quality, timeliness, and cost-effectiveness of the Arizona Department of Transportation's products and services · optimize resource use · enlist public and political support necessary to meet Arizona's transportation needs

Code	Comment Document

5030

1 SUE HOLMES: I lived several blocks from a
2 10-lane freeway in California, and when I became a single
3 parent, I specifically moved to the Ahwatukee Foothills
4 because I had friends who had researched it. There was
5 great schools, great little community— quiet, safe,
6 peaceful. So I am very much against the 202 going in
7 here.
8 I also work for the Kyrene School district
9 and I don't think it's the best thing for the children.
10 This is going to be built very near schools in the Kyrene
11 School district. In fact, one -- I think one will butt
12 right up to the playground area, very close, like even
13 Desert Foothills -- Desert Vista High School, which is in
14 the Tempe school district.
15 I know that often I read e-mails about the
16 poor air quality here. This is just going to make it
17 worse. The noise pollution, not to mention the
18 sacredness of South Mountain, cutting into that.
19 I'm not Indian. I don't live on the
20 reservation, but I respect the sacredness of that
21 mountain.
22 And like Jim Jochim said in his video, he
23 compared it to being pregnant, "Either you're pregnant or
24 you're not." They need to keep that mountain sacred. If
25 they chip into it at all, I think that's taking away from

Page 2

Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com

Code	Issue	Response
1	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
2	**Health Effects**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Air Quality**	
4	**Noise**	
5	**Cultural Resources**	
6	**Section 4(f) and Section 6(f)**	

Code	Comment Document
7	it. But I just don't think -- Ahwatukee Foothills will never be the same. It will just devastate this area and I probably will move. Another thing is I heard that it might affect the lakes here. I bought property on Lake San Simeon and I heard last month that, if they put in the 202, it can affect the water wells here. I mean, if they indeed dry up the lakes, the beauty, this area will never be the same. That's basically it. I'm very much against it. I just hope it doesn't go through. Page 3 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response
7	**Groundwater**	If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner would be compensated by drilling a new well according to State regulations/standards. (See the text box on Final Environmental Impact Statement page 4-108.) The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Transportation to effectively mitigate well impacts associated with its projects throughout the region.

Code	Comment Document

LOOP 202
South Mountain
Freeway Study

2013

Draft Environmental Impact Statement
COMMENT FORM

Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.

ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

It is helpful to ADOT to receive comments on:

- A particular alternative, environmental impact assessment, and/or draft mitigation.
- Any information you feel is incomplete or incorrect.
- How the proposed action would affect you.

Comments must be received or postmarked by July 24, 2013.

1 I say NO BUILD! I lived several blocks away from
2 a highway in California + at night laying in bed every
night had to listen to all the cars, trucks, etc. making
noise pollution. I moved to the Foothills here to
raise two children because I loved the peace + quiet
great community + great Kyrene Schools.
I work for the Kyrene School District + on a daily
basis am on the playground supervising kids. It makes
me sick to think of the 202 being built so close to
so many of our schools here!
3 Not to mention cutting into the Sacred Mountain!
4 Mowing down 100 homes + a beautiful church?? No way!
This highway would be a DISASTER! It would ruin the
5 beautiful Foothills Forever + I honestly would probably
Optional move as ~~pa~~ this would affect my well/being negatively

Name Susan Holmes Email sholmes@kyrene.org
Address 16013 S. Desert Foothills Pkwy #1077
City Phoenix State AZ Zip 85048
Phone Fax

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov **or mailed to:** ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-180

ADOT U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Noise**	
2	**Cultural Resources**	
3	**Section 4(f) and Section 6(f)**	
4	**Neighborhoods/ Communities**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
5	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: 202 **Date:** Wednesday, May 15, 2013 12:36:19 PM **From:** Vi Homolka [mailto:vihomolka@yahoo.com] **Sent:** Wednesday, May 15, 2013 12:23 PM **To:** Projects **Subject:** 202 We do need that freeway. Wherever it can be built with the least disruption of present interests and environment. The sooner, the better. Viola Homolka Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: hong.xie@cox.net
To: Projects
Subject: Feedbacks on the L202 south mountain free way
Date: Wednesday, June 12, 2013 8:24:17 PM

Hi, I am writing this email to show my strong support of the planned 202 South mountain free way. I live in the Awatukee/ foothill area, by the planned 202 free way. I think the planned free way will greatly reduce the congestion on the I-10 free way and offer another route for the I-10 through traffic. (1)

Also please try to make the freeway to be 0.5-1 mile south of the current Pecos road. It will reduce the negative effects of the freeway on the current community on noise, pollution, etc, while getting the benefits of the free way. (2) (3)

thanks, - hong

Code	Issue	Response
1	**Alternatives, Gila River Indian Community Alignment**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Air Quality**	
3	**Noise**	

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: 202 **Date:** Monday, May 20, 2013 8:27:31 AM --- -----Original Message----- From: Claudia Honsberger [mailto:chonsberger@aol.com] Sent: Saturday, May 18, 2013 8:18 PM To: Projects Subject: 202 Hi, Just a note in support of completion of the south mountain portion of the 202. Enough is enough get'er done. Joe Honsberger Sent from my iPad _____ Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments. .

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 7/24/13 INCOMING CALL TIME: 3:54 PM CALLER: PATRICIA HOOD CALLER ADDRESS: 4115 EAST BARWICK DRIVE, CAVE CREEK, ARIZONA 85331 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** Hi, I am for the Loop going through Ahwatukee in South Phoenix. We are definitely for it. Thanks.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	Don Houghton Document Created: 5/21/2013 1:03:39 PM by Web Comment Form
1	I don't agree with the propose 59 connection. The best option is the 101 concepts. It would minimize traffic on I10 going to sporting venues in Glendale and get west bound traffic further out of the Phoenix area. It would cost more money, but when has government been afraid of that? From a personal perspective the fact that there is no ramp at 32nd Street will
2	increase our commuting drive time.Regardless, this freeway needs to be built. Thank you

Code	Issue	Response
1	**Alternatives, W59 Alternative Versus W101 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Traffic**	The determination to not include an interchange at 32nd Street was made in coordination with the City of Phoenix (see Figure 3-8 on page 3-15 of the Final Environmental Impact Statement). The interchange would have displaced more than 100 homes and would have been located near an existing high school. The storage facility is located on Gila River Indian Community land and would not be displaced. Reasonable access to the facility would remain available from 32nd Street, Chandler Boulevard, and other east–west local streets. A grade-separated bridge would be constructed for the freeway to go over 32nd Street.

Code	Comment Document
	Blair Houghton — Document Created: 7/24/2013 6:58:34 PM by Web Comment Form The findings of the DEIS are in parts conflicting, in parts purely specious, and have apparently been guided to reach the single goal of making the project as expensive as possible (and thus as lucrative as possible for the builders of the freeway) while avoiding meaningfully engaging the GRIC. As the GRIC has voted for a "no-build" option, it is clear they do not see a net benefit in building the freeway, and have eschewed interest in attempting to benefit from it. The residents on the other side of the boundary have also expressed little indication of benefit from it. It's clear that nobody served locally by this road will obtain any benefit from it. When the road was putatively approved, it was envisioned to have been completed almost two decades ago, at far less cost, with far less impact. The project has since grown vastly in scope and direct deleterious impact to residents. Further, the voters' choice at the time was to take the entire regional system or leave it, giving them no chance to make a detailed choice as to any particular segment, only to "approve" them all or lose those that were clearly necessary. It's reasonable to expect that some of the segments would have fallen below the line of approval if they were given a chance to place the line at will. And given that this is the last, most expensive, least utilitarian segment in the system, it is logical that this would be the segment farthest below that line. I do not believe that the people currently approve of this part of the project, despite what was voted on a long time ago. The money would be far better spent elsewhere, not least because more will have to be spent to fix what this project will break, if that is even possible.

Code	Issue	Response
1	**Alternatives, Gila River Indian Community Alignment**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Purpose and Need, Old Plan or Use of Old Data**	
3	**Purpose and Need**	The Southwest Loop Highway—the South Mountain Freeway predecessor—was integral to the Regional Freeway and Highway System approved by Maricopa County voters in 1985. Although other facilities were considered a higher priority early in development of the Regional Freeway and Highway System, the South Mountain Freeway has been included in every subsequent update. The same route was approved by the State Transportation Board in 1988. In 2004, Maricopa County voters approved Proposition 400, which was designed to fund completion of the remaining segments of the Regional Freeway and Highway System, including the proposed South Mountain Freeway (Final Environmental Impact Statement page 1-21).

Code	Comment Document

LOOP 202
South Mountain
Freeway Study

2013

Draft Environmental Impact Statement
COMMENT FORM

Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.

ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

It is helpful to ADOT to receive comments on:

- A particular alternative, environmental impact assessment, and/or draft mitigation.
- Any information you feel is incomplete or incorrect.
- How the proposed action would affect you.

Comments must be received or postmarked by July 24, 2013.

1 Please do not build another freeway.
Take $ 2billion Taxpayer $$ and make
public transportation available statewide.
Build more access on the Native American
main Rds that need upkeep + preservation.
2 make BUS Enhancements in rural Arizona.
Commuter Rail Statewide. Flag to Tucson,
Light Rail Extensions toward Avondale,
Bike Lanes → make Phx Bike Only
No Loop 202 – Protect South MT. Thank you!

Optional
Name: Liz Hourican & family
Email:
Address: 1821 West Citrus Way
City: Phoenix
State: Az
Zip: 85015
Phone: 480 2360051
Fax:

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov **or mailed to:** ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)

ADOT Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	**Alternatives, Nonfreeway Alternatives**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Alternatives, No-Action (No-Build) Alternative**	

Code	Comment Document

4220

1 THE FACILITATOR: Thank you. Liz
2 Hourican. Is that the correct pronunciation?
3 MS. HOURICAN: Great job.
4 THE FACILITATOR: Thanks.
5 MS. HOURICAN: Thank you very much. So
6 my name Liz, and I'm a resident of Phoenix, Arizona.
7 And I think this is a huge waste of $2 billion plus.
8 I think that it will decrease air quality, take money
9 away from -- you know, the opportunity cost is so
10 high here. We need bike lanes. We need expanded
11 public transportation, enhanced bus routes, and
12 perhaps, you know, preservation of the freeways, but
13 we do not need one more freeway here.
14 And then, of course, protecting our
15 beloved South Mountain, the largest municipal park in
16 the country. And we don't want a hole destroying our
17 beautiful South Mountain that brings many, many
18 tourists and visitors and adds to the quality of life
19 here.
20 So please do not think about the stale,
21 old ideas that might have made sense 20, 35 years
22 ago, but the economy's different. We need to value
23 Arizona as a tourist destination, and certainly
24 preserve the reservation that will be destroyed, and
25 their land, their quality of air. All this will

Page 25

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Code	Issue	Response
1	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Air Quality**	
3	**Alternatives**	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the *Regional Transportation Plan* and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
4	**Section 4(f) and Section 6(f)**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Purpose and Need, Old Plan or Use of Old Data**	

Code	Comment Document

1 create is pollution, contamination, poor air quality,
2 and it doesn't make sense in this year of 2013.
3 So please take those opinions and make
4 sure that you know that I represent Arizona and many
5 people that can't be here today, and certainly in my
6 community. Thank you.
7 THE FACILITATOR: Thank you. Haley
8 Ritter.
9 MS. RITTER: Good morning, panel members.
10 Thank you for letting us speak here today. My name
11 is Haley Ritter. And I live off of 23rd Avenue and
12 Camelback. There's a lot of horrible uranium mining
13 going on up north, which is poisoning communities,
14 leaving children waiting for kidneys and things like
15 that. That type of waste is going to be transported
16 on a type of freeway like this, which is also going
17 to contaminate when those types of hazardous
18 chemicals pass through. And we need to, like other
19 folks have been saying, we need to look to
20 alternatives means of sustaining our community.
21 This national park and this sacred
22 mountain are very, very important to Arizona, and the
23 livelihood of the species, the remainder of
24 endangered species that live there, for example. The
25 native community would be, and the folks that live in

Code	Issue	Response

Code	Comment Document

4325

1 MS. HOURICAN: So my name is Liz
2 Hourican, H-o-u-r-i-c-a-n. I'm a resident of
3 Phoenix, Arizona and I've -- this 30-year-old stale
4 idea of a new freeway is so out of date and I oppose
5 it. I oppose it regarding the opportunity costs
6 associated with the possible two plus billion dollars
7 and what we could apply that to, you know, Light Rail
8 extensions, commuter rails statewide, better
9 preservation of the native American roads that need
10 and don't get much attention compared to Phoenix
11 1,500 miles of endless freeways.
12 So, you know, we as people here, we don't
13 want this old out-of-date plan because of
14 contamination, pollution, congestion, and it will be
15 a zap on our resources and we don't deserve that. We
16 don't deserve that. This would only be for trucking
17 and big corporations.
18 And then, of course, the very all
19 important issue in Arizona that people overlook is,
20 it would desecrate the South Mountain and it would
21 desecrate the Native American land that is a
22 reservation, and it's just a small patch of land that
23 we've designated people to live on. And, you know,
24 it's so beautiful down there, and South Mountain
25 being our largest municipal park in the country.

Page 2

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Code	Issue	Response
1	**Purpose and Need, Old Plan or Use of Old Data**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Alternatives, Nonfreeway Alternatives**	
3	**Air Quality**	
4	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
5	**Purpose and Need, Truck Bypass**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
6	**Cultural Resources**	
7	**Section 4(f) and Section 6(f)**	

Code	Comment Document
8	It's a national treasure to Arizona that, you know, regarding outdoor activity, that we all should treat as a natural treasure and something that we should all protect. So there are many, many reasons to not build this out-of-date freeway. And then, of course, if we look at the people that are the business leaders that are backing that and pushing it down our face, they all represent developers that have been pursuing business interests near the freeway, and they want their own frontage road or freeway exit, et cetera. So we see that and we oppose it and we will resist this in the fullest extent that we can regarding civil -- or resistance here in Arizona. The people are fed up. We don't benefit from this. So there are many reasons and I hope that that will get in the record, that business only interests do not serve the greater Phoenix, the beautiful Sonoran Desert that is just impeccable. Here we live in the northern part of the Sonoran Desert, and it is so important to protect it and preserve it for our children, our children's children, and really start living with the land. And, you know, the native American folks here, they're the original environmentalists. They know Page 3 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response
8	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

(Responses continue on next page)

Code	Comment Document

9

how to protect their land, so I will stand on the side of protecting in any way that we can.

I'm with codepink.org. It's a national group. Okay. No build is the only option to conclude.

MR. VASQUEZ: My name is Roy Vasquez. I've been a resident of the Phoenix metropolitan area since 1978. I've experienced the massive infrastructure improvement of the highways during that period of time up until today and really see a need for -- for this project to go forward. More currently, I'm a resident of Laveen and will really feel the impact of this project to my family life and to the community that I live in.

One of the things that I'm in favor of is what it will do for the arterial roads improvement, the projected business improvement environment, also a much needed hospital project. That impacted me because several years ago, I had an appendix attack and I had to go way to Avondale to get that taken care of. So it will be more of a -- that was a personal view point.

I think the routing from Pecos west through the South Mountain area is important. It will give a nice viewpoint for travelers. It will

Page 4

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Code	Issue	Response
9	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: 202 Freeway **Date:** Wednesday, May 22, 2013 10:47:20 AM **From:** Earl Howard [mailto:howardsgotgame@gmail.com] **Sent:** Wednesday, May 22, 2013 7:16 AM **To:** Projects **Subject:** 202 Freeway I support building the 202 freeway. Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway
Date: Tuesday, July 16, 2013 1:45:33 PM
Attachments: image001.png

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov
ADOT Communications

From: Jim Hoyne [mailto:jhoyne@aol.com]
Sent: Tuesday, July 16, 2013 1:42 PM
To: Projects
Subject: South Mountain Freeway

1 For the love of Pete just build it on the Pecos Rd alignment! There will never be a perfect solution to please everyone.

Jim Hoyne
jhoyne@aol.com

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Build the South Mountain Freeway
Date: Tuesday, May 14, 2013 9:37:15 AM

From: Rebecca Huang [mailto:wenh05@gmail.com]
Sent: Sunday, May 12, 2013 11:00 PM
To: Projects
Cc: info@buildthe202.com
Subject: Build the South Mountain Freeway

Dear Sir/Madam,

It is my believe the SM 202 will improve Phoenix's image, reduce every day traffic congestion, and related air pollution, time and money wasting. It would help the economic development in Laveen and Southwest Phoenix as well, which we could all benefit from.

1 I strong support the South Mountain Freeway project. It should be built ASAP.

Yours truly,
Wendy Huang

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: I support building 202 south mountain freeway **Date:** Monday, May 20, 2013 8:31:18 AM **From:** Xiaoming Huang [mailto:xiaomi_huang@yahoo.com] **Sent:** Saturday, May 18, 2013 8:41 AM **To:** Projects **Subject:** I support building 202 south mountain freeway Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

LOOP 202
South Mountain
Freeway Study

2013

Draft Environmental Impact Statement
COMMENT FORM

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When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

It is helpful to ADOT to receive comments on:

- A particular alternative, environmental impact assessment, and/or draft mitigation.
- Any information you feel is incomplete or incorrect.
- How the proposed action would affect you.

Comments must be received or postmarked by July 24, 2013.

1 I supporte to build 202 south mountain freeway.

Optional

Name Xiaoming Huang Email xiaoming_huang@yahoo.com

Address 4163 W Bart Dr

City Chandler State Az Zip 85226

Phone 480-459-7851 Fax 480-237-5963

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov **or mailed to:** ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)

ADOT U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 05/9/13 INCOMING CALL TIME: 3:42 PM CALLER: JAMES HUBBARD CALLER ADDRESS: 2709 E. WALNUT ROAD, GILBERT, AZ 85298 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the planning, proposed alignment, and construction of the South Mountain Freeway. This freeway will facilitate the routing of truck traffic around Downtown Phoenix and that element alone makes the freeway worth it. This is money well spent.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway - Thumbs Up
Date: Wednesday, May 15, 2013 2:29:22 PM

From: George Hubert [mailto:ghubert@carmosa.com]
Sent: Wednesday, May 15, 2013 1:49 PM
To: Projects
Subject: South Mountain Freeway - Thumbs Up

Hi,

I am very excited about the South Mountain Freeway project for the greater Phoenix area. I moved to Phoenix almost 6 years ago and the first person that I met told me how great the 101 freeway was and that many people were opposed to it but now that it is built, everybody loves it. It did exactly what it was supposed to do and everyone is reaping the benefits. I believe the South Mountain Freeway will do exactly the same thing. Some groups may be opposed to it but I believe the vast majority of people want this built. It will make the Phoenix metropolitan area a better place to live. I've talked to about 10 people who know about the project and they all pretty much say the same things such as when will it get built, why is it delayed, it will do so much for the area.

1 This project has my full support and vote. This is the type of project that I want my tax dollars to fund. Please put this project high on the priority list.

Sincerely,

George Hubert
1934 W. Bonanza Ln
Phoenix AZ 85085

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 INCOMING CALL TIME: 7:44 PM CALLER: JOSEPH C. HUCKSELF CALLER ADDRESS: 1350 S. ILLINOIS COURT, CHANDLER, AZ 85286 PHONE: 480-391-9296 EMAIL: **CALLER REMARKS/QUESTIONS:** I am in support of the 202 Freeway going down through Ahwatukee connecting to the I-10. Also, I think in regards to this, the Santan 202 Freeway in between Alma School and Arizona should have low retention/temporary wall put in as to increase the noise and traffic. Please call me with any questions. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Loop 202 Comments
Date: Tuesday, April 30, 2013 8:57:25 AM

From: Dave Huffman [mailto:david.huffman@cox.net]
Sent: Thursday, April 25, 2013 6:45 AM
To: Projects
Subject: Loop 202 Comments

1 I am in total support in getting this new freeway completed as it will really help relieve traffic in many parts of the Valley. Look at a map and you can quickly see the one hole we have in our otherwise excellent freeway system.

I don't see the argument as to how this new freeway would increase pollution. Building this will not increase the number of cars out there in the Valley or miles driven. It will just change where they are. Instead of stop and go traffic they are now stuck in they will be able to run more efficiently on the new freeway without stopping. It is amazing how a few NIMBYs (Not In My Back Yard) can hold the entire region hostage.

David Huffman
david.huffman@cox.net
623-910-9745

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

4327

1 make -- relieve all the traffic congestion that goes
2 through Interstate 10 through downtown. Having
3 experienced that traffic jam, this will really be an
4 improvement. Thank you very much.
5 MRS. HUGHES: Ray and Karen Hughes.
6 Well, we were just curious because of the wall is
7 probably going to be in our -- I mean, right -- we're
8 going to be right up against the wall, so we were
9 just curious how high it would be and, you know, is
10 it going to take the place of our -- our property
11 wall that's in the back or what the -- you know, how
12 loud is it going to be with it being right there, you
13 know.
14 MR. HUGHES: So right now, we see that
15 the alignment is -- they have the right-of-way line
16 is literally on our back property wall. And so we
17 were talking to the noise folks down here, and they
18 explained to us what they -- the study that they've
19 run and that it can be anywhere from 6 to 20 feet
20 tall. And we're just curious when those designs will
21 be finalized and how tall the wall will be and then
22 also how close it would be to a property wall.
23 That's all.
24 And then the other thing that we're very
25 interested in knowing is when will the decision be

Page 5

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1

1

Code	Issue	Response
1	**Noise**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix. As mentioned in the sidebar on page 4-91 of the Final Environmental Impact Statement, the Draft Environmental Impact Statement is based on preliminary design and traffic information. As the design would progress to the Final Design phase, if an action alternative were to become the Selected Alternative, noise barrier locations and heights would be refined and finalized. During Final Design, more detailed information on the location, actual height, and distance from the property line of each noise barrier would become available. Noise walls would mostly be located at the edge of the freeway lanes, not at the property line.

Code	Comment Document

2

1 made on a final bill? We've been in limbo with our
2 home because at one point we were in the right-of-way
3 and now we're not which is okay, but we're just
4 trying to plan obviously for the future and any
5 improvements we'd like to make on the home and all
6 that. Obviously we won't do that if we were
7 remaining in the right-of-way and they want to take
8 it.
9 So, you know, I think that's all we have
10 to say. We're just more interested in how they would
11 design the wall with those property owners that it
12 would be right up against, so.
13 MR. HANCOCK: My name is Jordan Hancock.
14 I'm a student over here at Chandler-Gilbert. I first
15 learned of the freeway through a friend. She's from
16 the Akimel O'odham tribe, Gila River. She's from the
17 reservation, the Pima reservation, where ADOT was --
18 there was three options, from my understanding, of
19 the freeway, and they first tried to push it onto
20 their land.
21 And I became aware of some of the abuses
22 that they were doing, especially from the contractor
23 Pangea, that they were going to pay to build the
24 freeway on the Gila land. So that's when I first
25 became aware of this and became opposed to the

Page 6

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Code	Issue	Response
2	**Acquisitions and Relocations**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

LOOP 202
South Mountain
Freeway Study

2013

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Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.

ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

It is helpful to ADOT to receive comments on:

- A particular alternative, environmental impact assessment, and/or draft mitigation.
- Any information you feel is incomplete or incorrect.
- How the proposed action would affect you.

Comments must be received or postmarked by July 24, 2013. I support construction of the SMY Freeway ONLY if it can be located South of Pecos on the Gila Indian Land or even further south to facilitate a truck bypass. I do not support construction along Pecos Rd in any manner. The impact on the air quality and quality of life in general are my main objections. In addition as an avid cyclist I am concerned over the loss of Pecos Rd which is a main bicycle path in this community. There is no identified alternative to Pecos Rd for cyclists.

1 2 3 4 5 6 7

Optional

Name: Larry Hughes Email: lehughes227@gmail.com

Address: 1693 E. Glenhaven Dr.

City: Phoenix, AZ State: Zip: 85048

Phone: Fax:

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov **or mailed to:** ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150

ADOT U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	**Alternatives, Gila River Indian Community Alignment**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Alternatives**	A Riggs Road Alternative was considered. It would replace 51st Avenue south of its connection to Interstate 10 (Papago Freeway) for approximately 21 miles. It would then replace approximately 4 miles of Beltline Road in an easterly direction. At the Riggs Road/State Route 347 intersection, the alternative would replace approximately 3 miles of Riggs Road before connecting to Interstate 10 (Maricopa Freeway) (see Final Environmental Impact Statement page 3-9). While the Riggs Road Alternative would serve regional mobility needs, particularly of those living in the Maricopa area, meeting this travel demand would not address specific planning goals for an integrated regional transportation network. The *Regional Transportation Plan* identifies the proposed South Mountain Freeway as a critical link in the Regional Freeway and Highway System. The Riggs Road Alternative would not complete the Phoenix metropolitan area's loop system as part of State Route 202L, thereby causing substantial out-of-direction travel for motorists. Therefore, the Riggs Road Alternative would not meet the project's purpose and need criteria and was eliminated from further study. In addition, nearly two-thirds of any alternative using Riggs Road would be on Gila River Indian Community land. Tribal sovereignty is based in the inherent authority of Native American tribes to govern themselves. While this notion of sovereignty is manifested in many areas, generally Native American land is held in trust by the United States. Native American communities have the authority to regulate land uses and activities on their lands. States have very limited authority over activities within tribal land (see page 2-1 of the Final Environmental Impact Statement). From a practical standpoint, this means that the Arizona Department of Transportation and Federal Highway Administration do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or condemn tribal land for public benefit through an eminent domain process.
3	**Alternatives**	The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other "loop" freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. The State Route 85/Interstate 8 Alternative was evaluated for the proposed project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.
4	**Alternatives, E1 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Air Quality**	
6	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
7	**Design**	The study has considered concepts for parallel multiuse paths; however, the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.

Code	Comment Document

4235

I'm Ed Mears; I work for Pulice Construction and Project Development; Pulice Construction was founded here in Phoenix 57 years ago this week, and we employ over 500 folks in the highway construction business. And we do support this project going forward. We recommend that we move through the EIS process as quickly as possible to help keep our employees gainfully employed and building for the Valley, our local employees.

I enjoy the work we do. We enjoy working for ADOT and the Maricopa County officials in these projects that we're able to develop. And that's our position that we support this project and I'd just say build, build, build. Thank you.

THE FACILITATOR: Dale Huish. Dale. He may have just registered.

Dale Huish. Did I pronounce that right, sir?

MR. HUISH: That's correct.

My name is Dale Huish; I live in Gilbert, and for the last four years, I'm the majority owner of Pecos Storage, which is on the south side of Pecos Road right at the 32nd Street interchange. About 40 percent of our customers come from the Ahwatukee area. The other 60 percent are from neighboring

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Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document

1 cities. My concern with the way that it's being
2 built is that we lose east access and west access,
3 because currently there's going to be no side roads
4 or no interchange at 32nd Street. That will
5 effectively put us out of business, because people
6 that are towing fifth wheels, boats, driving big RVs
7 aren't going to want to make the extra additional
8 three miles to go around Chandler Boulevard and up
9 32nd Street.
10 Is there any thoughts that you guys have
11 put into what to do with 32nd Street to make that
12 more accessible to the east and the west for us?
13 THE FACILITATOR: Sir, this isn't a Q&A.
14 MR. HUISH: Oh, I'm sorry.
15 THE FACILITATOR: That's okay, you're
16 welcome to provide your comments. This just isn't a
17 Q&A-type environment.
18 MR. HUISH: Oh, I apologize. Okay, well,
19 that was my concern. Again, we've been there for 4,
20 4 1/2 years. We do a good business. We serve
21 Ahwatukee, Gilbert, Tempe, Chandler, and we have to
22 access from three points, and we'd like to have some
23 type of access so we can continue to do business.
24 Thanks.
25 THE FACILITATOR: Thank you, sir.

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Code	Issue	Response
1	**Traffic**	The determination to not include an interchange at 32nd Street was made in coordination with the City of Phoenix (see Figure 3-8 on page 3-15 of the Final Environmental Impact Statement). The interchange would have displaced more than 100 homes and would have been located near an existing high school. In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system, including the shift of access to Foothills Reserve and Calabrea from Pecos Road to Chandler Boulevard. The City study found no adverse effects on the local street system from the freeway (see Appendix 3-1 in the Final Environmental Impact Statement). There are no provisions for frontage roads connecting 32nd Street to 40th or 24th Streets in the project again because of right-of-way constraints. Access to 32nd Street would remain available from Chandler Boulevard and other east–west local streets.
2	**Acquisitions and Relocations**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

4279

Phoenix, Arizona
May 21, 2013
10:00 a.m.

P R O C E E D I N G S

MR. HUISH: I'm Dale Huish, H-u-i-s-h, and I'm the owner of Pecos Storage, which is located on the south side of 32nd Street and Pecos.

My concern is currently we have three directions of access, which is east and west, both on Pecos, and then north on 32nd. The current -- I should say with South Mountain currently, if the freeway goes through, we would lose our east and west access. We would only be accessed by 32nd Street, where currently we have access from the east and west, severely impacting our customers' ability to get in and out with RVs, with fifth wheels, with both. It would create a three- to four-mile extra drive than they currently have.

Right now, approximately half of our customers access us through 32nd Street and the other half come from Pecos Road. It would probably put us out of business if we were not able to come to a resolution, either be relocated, bought out, getting access somehow off of the freeway.

That's it.

Page 2

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Code	Issue	Response
1	**Traffic**	The determination to not include an interchange at 32nd Street was made in coordination with the City of Phoenix (see Figure 3-8 on page 3-15 of the Final Environmental Impact Statement). The interchange would have required the displacement of over 100 homes and would have been located near an existing high school. The City recommended that, based on these impacts, the interchange be removed from the study. In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system, including the shift of access to Foothills Reserve and Calabrea from Pecos Road to Chandler Boulevard. The City study found no adverse effects on the local street system from the freeway (see Appendix 3-1 in the Final Environmental Impact Statement).
2	**Acquisitions and Relocations**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

Thomas Hulen Document Created: 7/24/2013 9:54:23 AM by Web Comment Form

I oppose the South Mountain Freeway Loop 202 extension for the following reasons.

1 •Increased traffic and congestion: Benefits of new highway construction are typically short lived.

2 New freeways encourage additional vehicle use, and the new "uncongested" areas are soon just as congested as other roads in the area. This congestion further exacerbates air quality issues, resulting in more pollution spread out over a larger area.

3 Additionally, these new roadways promote suburban sprawl. The new access to areas previously undeveloped results in new housing, shopping, and business centers, and people must drive longer distances to reach their homes, schools, or work, creating more traffic and congestion. Sprawl also affects our standard of living by making car ownership mandatory. Without efficient transportation options, it becomes critical to own a car in order to participate in our society. Funding highway projects disproportionately with other transportation options severely limits our choices.

4 •Diminishing air quality and increased potential for health problems and environmental

5 degradation: More vehicles travelling more miles equal more pollution. This is a problem for public health as well as environmental health. The Phoenix area already suffers significantly

6 from poor air quality, much of it related to vehicles. Pollution from vehicles also contributes significantly to climate change.

•Increased dependence on fossil fuels and energy waste: An increase in the daily vehicle miles

traveled further increases our dependence on foreign fuel sources and puts even more strain on the natural resources of our own country.

•Burden on the local tax base: Construction and maintenance of highways and the development

3 associated with them increases our tax burden. When a new residential or commercial development is built outside of an existing community, roads, sewer systems, and water lines have to be built to service the urban sprawl. In most cases, neither the developers nor the new residents pay their full, fair share – it is the rest of the community that makes up the difference. In most urban areas, the middle class and poor bear a disproportionate share of this burden. Additionally, most new, sprawling development costs more to build and service than the taxes or fees it generates.

7 •Destruction of habitat and dissection of wildlife corridors: Roads have been identified as a major threat to the persistence of many wildlife populations. They result in increased mortality, habitat loss and degradation, reduced access to vital resources, and division of populations. The proposed South Mountain Freeway will not only destroy habitat and result in direct mortality of some wildlife, but it will also bisect an important corridor that allows movement between South Mountain Parkland the Sierra Estrellas Mountains, as well as to other areas.

•Inefficient use of valuable land: Smart growth ideas are based on the ability to use land efficiently and for the greater good of the surrounding communities. It enables us to preserve open space and habitat while also making it easier for residents to live and work, thus

Code	Issue	Response
1	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
2	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Secondary and Cumulative**	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.
4	**Health Effects**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Air Quality**	Not all vehicle miles travelled are equal in terms of air pollution. Driving in congested traffic, at slow speeds, is suboptimal in terms of fuel efficiency and tailpipe emissions. Also, due to fleet turnover (older vehicles being replaced by newer ones meeting tighter U.S. Environmental Protection Agency emissions standards), emissions can decrease in the future even if traffic increases (for an example of this, see the projection of mobile source air toxics emissions in the Final Environmental Impact Statement on page 4-77). This is how the proposed action is expected to lower regional air pollution levels (see response #2).

(Responses continue on next page)

Code	Comment Document
	enhancing quality of life. The amount of valuable space used up by the construction of freeways further hinders the ability of smart growth plans to be implemented and maintained successfully.
	Alternatives to the Proposed Freeway Include:
8	•Increase funding for clean public transportation options such as fuel-efficient buses and rail projects.
	•Encourage Transit-Oriented Development to integrate public transit, land use (residential,commercial, industrial, open-space), and the environment.
	•Encourage innovative, incentive-based programs that encourage walking, biking, carpooling, or the use of public transportation.
9	•Authorize zoning decisions that encourage mixed-use development.

Code	Issue	Response
6	**Air Quality**	Climate change is an important national and global concern. While the earth has gone through many natural changes in climate in its history, there is general agreement that the earth's climate is currently changing at an accelerated rate and will continue to do. Human-caused greenhouse gas emissions contribute to this rapid change. Carbon dioxide makes up the largest component of these greenhouse gas emissions. Other prominent transportation-related Greenhouse gases include methane and nitrous oxide. Greenhouse gases trap heat in the earth's atmosphere. Because the atmospheric concentration of greenhouse gases continues to climb, our planet will likely continue to experience climate change-related phenomena (see Final Environmental Impact Statement pages 4-85 through 4-86). To date, no national standards have been established regarding greenhouse gases. Greenhouse gases are different than other air pollutants evaluated in federal environmental reviews because their impacts are not localized or regional due to their rapid dispersion into the global atmosphere. The affected environment for greenhouse gas emissions is the entire planet. In contrast to broad-scale actions such as those involving an entire industry sector or very large geographic areas, it is difficult to isolate and understand greenhouse gas emissions' impacts for a particular transportation project. Furthermore, presently there is no scientific methodology for attributing specific climatological changes to a particular transportation project's emissions. Under the National Environmental Policy Act, detailed environmental analysis should focus on issues that are significant and meaningful to decision making. The Federal Highway Administration has concluded, based on the nature of greenhouse gas emissions and the exceedingly small potential greenhouse gas impacts of the proposed freeway (as shown in Final Environmental Impact Statement Table 4-37 on page 4-85), that greenhouse gas emissions from the proposed freeway would not result in "reasonably foreseeable significant adverse impacts on the human environment" [40 Code of Federal Regulations § 1502.22(b)].
7	**Biology, Plants, and Wildlife**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
8	**Alternatives**	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the *Regional Transportation Plan* and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
9	**Planning**	Growth patterns and densities are largely determined by each respective jurisdiction's land use planning decisions, as identified in its General Plan and implemented through its local zoning decisions. In the Laveen Village area, the Phoenix General Plan identified an employment center along the Preferred Alternative at Dobbins Road. This center, envisioned as areas of mixed land use, is not inconsistent with the concept of smart growth, which concentrates growth in compact, walkable urban centers to avoid sprawl.

Code	Comment Document
1	Steven Humbert Document Created: 6/19/2013 4:42:55 PM by Web Comment Form I, respectfully, would like to submit that in the vicinity of the north west alignment of the Loop 202 South Mountain Freeway exist several establishments that engage in transportation of oversize loads. Access ramps to the Loop 202 South Mountain Freeway, particularly at Lower Buckeye, would likely be destined to serve in the future as a significant and major gateway for access to the statewide freeway system. Oversize loads including bridge girders with overall load lengths of 150 to 200 feet are not uncommon. I would request that consideration be given to the appurtenances and configurations of these ramps and the approaches to these ramps including medians, islands, lighting, signage, signals, turning radius, utilities, lane run outs, etc. to facilitate and accommodate the freeway access and transport of oversize loads. Thank you.

Code	Issue	Response
1	**Design**	The design vehicle used to design the intersections and ramps would be in compliance with standards and reflect anticipated turning movements of the larger vehicles.

Code	Comment Document
1	Mozette Humphreys Document Created: 6/16/2013 10:11:11 PM by Web Comment Form I think that this is a great plan. I actually purchased the home that I'm currently living in because of the proposed South Mountain 202 extension. I have been very disappointed that the process has taken so long. I am anxious to have a more user-friendly connection to the rest of the Greater Phoenix area.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: comment on proposed South Mountain Freeway
Date: Monday, May 20, 2013 8:45:29 AM

From: Bobbi K. Hunt [mailto:bhunt@farmersvision.com]
Sent: Friday, May 17, 2013 5:36 PM
To: Projects
Subject: comment on proposed South Mountain Freeway

To Whom It May Concern:

1 Please, please, please approve a "No Build" option for this leg of the 202 freeway!!! We have been homeowners in the Ahwatukee Foothills for 13 years and thoroughly enjoy it just as it is!

2 3 4 5 6 7 8 9 10 This proposed freeway, no matter if built on Pecos or Gila River land, would DEVESTATE our community!!! The pollution will sit against South Mountain and choke us, the traffic noise will be deafening to our tranquil environment and the destruction of our church and hundreds of homes is unthinkable!!! This freeway will simply turn our community into a filthy truck bypass running from Mexico to Canada, which could easily be constructed further south with Hwy 8 thru unused desert! This freeway is also tremendously UNNECESSARY! We rarely travel to the NW valley, except for an occasional football game, and when we do, I10 works just fine! It will not even save any commuting time for our downtown workers, because it comes out on the far end of the metro area.

11 12 ADOT and MAG – PLEASE update your antique 30-year road plan with one of today's needs and growth (i.e. light rail), instead of hanging on to something that makes NO SENSE any longer! Would you still be using a computer from 30 years ago… or even a car from 30 years ago – NO!!!

Thank you for allowing my input,

Bobbi K. Hunt
326 E. Wildwood Drive
Phoenix, AZ 85048
480-460-4644

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Code	Issue	Response
1	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Air Quality**	
3	**Air Quality**	According to the Arizona Department of Transportation, 2013, *Air Quality Assessment South Mountain Freeway 202L Draft Report*, review of wind data from the Gila River Indian Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows and stable atmospheric conditions, wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns tend to flow from the east to the lower elevations along the Gila River. During the warmer hours' improved mixing, flows typically follow the river channel and come from the north and northwest. Likewise, during a 1-month-long meteorological monitoring period (November 20, 2006, through December 21, 2006) at Pecos Road and 40th Street and a second 1-month-long monitoring period at Pecos Road and 24th and 40th streets (April 19, 2007, through May 21, 2007), winds during the morning hours typically were from the northeast. During the warmer hours, and with improved mixing, winds typically were from the west.
4	**Noise**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Neighborhoods/ Communities**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
6	**Purpose and Need, Truck Bypass**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
7	**Trucks**	
8	**Alternatives**	The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other "loop" freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. The State Route 85/Interstate 8 Alternative was evaluated for the proposed project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
9	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
10	**Purpose and Need**	An analysis of the origins and destinations of projected freeway users is presented in Figure 3-18, on page 3-36 of the Final Environmental Impact Statement. Freeway users are defined as those motorists who pass through the bend of the freeway (around the South Mountains). So, this does not count motorists in Laveen Village who go to Interstate 10 (Papago Freeway) and motorists in Ahwatukee Foothills Village who go to Interstate 10 (Maricopa Freeway). The results of the origin-destination analysis show that 73 percent of the traffic going around the South Mountains has origins or destinations in the area within or around the Study Area and supports the conclusion that the proposed action would serve east–west mobility consistent with commuting movements.
11	**Purpose and Need, Old Plan or Use of Old Data**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
12	**Alternatives, Nonfreeway Alternatives**	

Code	Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 4:29 PM
CALLER: SHARON HURACIK	CALLER ADDRESS: 2440 E. NESSDOW, PHOENIX, AZ
PHONE:	EMAIL:

1 **CALLER REMARKS/QUESTIONS:**
I would like to say that I am in favor of the South Mountain Freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

4237

THE FACILITATOR: Thank you, sir. Stephanie Hurd. As soon as we finish with Stephanie, we're going to change the panel out and take a ten-minute break.

So Stephanie, if you are ready.

MS. HURD: Can I request that -- I'm here with somebody, she's behind me, she's just going to talk, keep it faster, so can you break after her? Just because we've got to leave. It will be so fast. Do you want me to --

THE FACILITATOR: All right. She can come up to this microphone and get ready to speak.

MS. HURD: All right. Can I go?

THE FACILITATOR: The panel is fine with that.

MS. HURD: Okay. Thank you.

THE FACILITATOR: Yes.

MS. HURD: I can go ahead?

THE FACILITATOR: Go ahead.

1 MS. HURD: Okay. Well, I obviously support South Mountain Freeway, but because it will cut traffic congestion, reduce air pollution, and save drivers time and money. The South Mountain Freeway is the responsible thing to do, because the City has grown and will continue to grow and get much

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
2	worse. I don't want to move because the traffic is unbearable, and I don't have stores, restaurants, hospitals, et cetera. They're waiting for this freeway. I like where I live. I live in Laveen, and I love the rural part of it. I love South Mountain, but it's just unbearable. And I already know people that are failing because of it, and we have worked so hard to make it be a nice, good city that I don't want to see it go downhill. I would also like to request that the freeway be pleasing to the eye, decorate it. I was on the east side of the airport the other day; it had like cute little purple swirls; it had a little, I don't know, Hopi Indian decorated things; it just made it look so much nicer, and I think especially in that area that would be great. The last eleven years I've lived all around South Mountain, Ahwatukee, South Phoenix, and Laveen. I have always been for the freeway, no matter where I've lived, just because I understand it's the right thing to do with the city growing so much. And we all love and appreciate South Mountain. Please make it happen, thank you. THE FACILITATOR: Thanks. We're going to take a ten-minute break to change out the panel. When the ten-minute period is Page 54 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response
2	**Visual Resources**	The Arizona Department of Transportation Roadside Development Section is responsible for assigning a wide range of standard treatment applications and wall materials, including color, to noise barriers and other structures. Typically the community where the wall will be constructed would work closely with its City Architect or planning department to decide on a theme for the wall. Usually, this can be accomplished by using the Arizona Department of Transportation's standard applications. As an example, for State Route 101 Loop (Pima Freeway) in Scottsdale, the City of Scottsdale chose to add public art to the noise barriers. The City's intent went above and beyond the Arizona Department of Transportation's guidelines of reasonable aesthetic treatment and, therefore, the Arizona Department of Transportation did not fund the aesthetic portion of the project. The Arizona Department of Transportation and the City of Scottsdale entered into an intergovernmental agreement for the purposes of allowing Scottsdale rights to design and construct artistic embellishment on the Arizona Department of Transportation-supplied noise barrier. The Arizona Department of Transportation provided the funds for construction of the noise barriers themselves, but the City of Scottsdale provided the funds to cover the aesthetic portion of the walls. Final Environmental Impact Statement page 4-171 explains the process municipalities might take to achieve the desired aesthetic treatment for noise barriers or other structures.

Code	Comment Document

Document Created: 6/22/2013 7:08:19 PM by Web Comment Form

1 2 3 4 5 As a life long Ahwatukee native, I STRONGLY OPPOSE the building of the proposed expansion along the Loop 202 South Mountain Freeway. This solution does not seem logical as it would destroy numerous homes within the area and community churches, it will highly impact schools that lie along Pecos Rd and within the immediate surrounding community of Lakewood, it will increase pollution in the area impacting our children's health and the health of the general community and it will destroy pristine habitat for local wildlife. This will without a doubt dampen the beauty of the community of Ahwatukee and will decrease home values for those communities that lie along the freeway. Cheaper is not necessarily smarter.

6 Building upon our current public transportation systems such as the Light Rail and bus systems seems like a more logical route to go. In the long run, if the city of Phoenix wants to grow and continue to make room for our growing community, it needs to look to other big cities such as Chicago and New York for guidance an build better public transportation systems. This will help the populations in bordering cities travel to and from their homes on the East and West sides of the valley to central Phoenix, Scottsdale and Glendale areas. If we really want to lower the amount of pollution we have in Phoenix, we need more incentive to decrease the amount of vehicles on the road. Building more freeways only encourages people to continue to use their own vehicle and deters them from utilizing more environmentally friendly options such as using our public bus system, light rail system, and car pooling.

7 Please help keep Ahwatukee a beautiful, vibrant and healthy place to live and raise a family in the "big city." Ahwatukee is truly a unique place to grow up and holds a very special place in my heart, as well as in the hears of thousands of other families here.

Code	Issue	Response
1	**Neighborhoods/ Communities**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
2	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Health Effects**	
4	**Biology, Plants, and Wildlife**	
5	**Economics, Socioeconomics**	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138 -47; "Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor"). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
6	**Alternatives, Nonfreeway Alternatives**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
7	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).

Code	Comment Document

4173

adding trucks and a longer length of I-10 that will congest the traffic even more, so the faster you can get them off I-10, the better off we will all be.

Other than that, I hope that they build it quickly, you know, cause this would not take forever to build.

Okay. Thank you very much.

1 MR. HUSTON: I just want to say that I am in favor of the project and after I've reviewed all the boards and the entire process, it seems to make sense what they've narrowed it down to. I think, based on cost alone, it seems like 59th is the best alternative. If cost weren't a factor, I think some of the ones that go further to the west would also be nice to help tie into the west valley. It seems like a long time coming.

It seems like a great project. I think it would be good for, not only our freeway system, but putting people back to work. Overall I just think it would be a really good thing for the community.

That's it.

MR. BAREHAND: My name is Harlan Barehand. I'm from the Gila River Indian Community. I'd like to thank ADOT for finally listening to us and not putting it on the Reservation. I just got through seeing a video next door; it was beautiful. I think it works out fine.

Page 3

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

June 18, 2013

MARIANNE HUTCHINSON
11207 SOUTH TALAVI LANE
PHOENIX, AZ 85044

Re: Loop 202

The idea of putting an inter-state and
(1) international truck route short-cut through
Ahwatukee is an extremely costly mistake. No
(2) only is it the cost of the hundreds of homes &
(3) businesses that will be destroyed. The cost
(4)(5) also air and noise pollution, an inevitable
(6) increase in crime, and definitely the quality
(7) life in Ahwatukee. It will no longer be the
delightful community we enjoy living in now.

I agree that trucks need to bypass
central Phoenix, but an alternative is
(1) obvious. Trucks should have been route

Code	Issue	Response
1	**Purpose and Need, Truck Bypass**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Acquisitions and Relocations**	
3	**Neighborhoods/ Communities**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
4	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Noise**	
6	**Neighborhoods/ Communities**	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
7	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).

Code	Comment Document
8, 9	[illegible]t on Interstate 8 long ago, and then [illegible]th on Hwy 85 to join up with I-10. would be much less costly to widen [illegible] 30 or so miles of Hwy. 85 to carry [illegible] heavy traffic. Please spare Ahwatukee [illegible] detrimental portion of Loop 202, and [illegible]t build it on Pecos Road! Sincerely, Marianne Hutchinson Also from Karin Gray and family 4021 E. Lakeside Blvd. Phoenix, AZ 85044

Code	Issue	Response
8	**Alternatives**	The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other "loop" freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. An alternative that would run along Interstate 10 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 was considered (see text on page 3-9 of the Final Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 10 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and inter-regional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, it was eliminated from further consideration.
9	**Alternatives, E1 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

Will the public vote on the proposed freeway?

NO

"No public vote will be held as part of the Draft for the Environmental Impact Statement review process."

On page 9 in the pamphlet: Public Participant Guide by ADOT it states, "The proposed Loop 202 South Mountain Freeway was first included in funding approved by Maricopa County voters in 1985. It was also part of the funding passed by Maricopa County voters in 2004 through Proposition 400 for implementation of the Regional Transportation Plan."

1 Really, we in the Ahwatukee/Foothills were not notified that was slipped into this Plan, unnoticed.

2 Since then, multiple builders were allowed to build and build for the last 25 years without regard or restrictions to any future freeway plans. The building department of Phoenix, the State of Arizona and ADOT never gave guidelines to locate, designate or place restricted land boundaries for a future freeway on any builders or home buyers.

3 Today in 2013, the costs of right-of-way acquisition of 733 to 1304 homes and 41 businesses, utility relocations and underground mining repairs are estimated to be 1.3 to 2 hundred million, before construction starts. It's outrageously costly for tax payers.

I urge taxpayers to write protest letters to ADOT before the July 24th deadline.

Arnita Yhe
2713 E. Cathedral Rock Dr
Phoenix AZ 85048
480-759-7887

Code	Issue	Response
1	**Public Involvement**	No public vote was held as part of the Draft Environmental Impact Statement review process. Members of the public were encouraged to participate and submit their comments on the Draft Environmental Impact Statement during the 90-day comment period. The proposed Loop 202 South Mountain Freeway has been a critical part of the Maricopa Association of Governments' Regional Freeway and Highway System since it was first included in funding approved by Maricopa County voters in 1985. It was also part of the *Regional Transportation Plan* funding passed by Maricopa County voters in 2004 through Proposition 400
2	**Social Conditions**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.) While the City has some ability to control development through its zoning ordinances, the City does not have the authority to stop private land from being developed. The Arizona Department of Transportation was able to acquire large tracts of land along the Pecos Road alignment in the 1980s, but funding shortfalls kept the Arizona Department of Transportation from acquiring all of the needed land. Developers were aware of the potential freeway and made the decision to develop the land based on the risk that the freeway would eventually be built. Citizens were also aware of the potential and chose to buy homes near the freeway despite the same risk. Information related to freeway awareness and the responsibilities of the City of Phoenix, developers, and the Arizona Department of Transportation related to disclosure of the planning for the freeway is presented on page 4-13 of the Final Environmental Impact Statement.
3	**Acquisitions and Relocations**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

4338

more trains and things like that. Oh, and no more building near our home, please. We want to respect the Indian reservation. We want to work in cooperation with them. Thank you.

UNIDENTIFIED SPEAKER: So we live on Pecos and from what I see on the map over there, there's going to be a new bridge that's being built and I don't want it to ruin my home. There's not going to be any type of privacy. People can look right down into my home. I mean, sure there will be a wall, but you can still see over it. It's going to cause more accidents. What if accidents come over the wall into our home area and destroy it, and that's something I don't like. Please, please stop building it. Thank you.

MS. INNIS: Hi, I'm Lillian Innis and I lived in the Gila River community for quite some time, and I've also lived in Ahwatukee for a couple of years and I've been going to school in Ahwatukee since I was in kindergarten, and I do not like this freeway or I do not -- I feel like what some people say that, like, the freeway is going to do, I feel like it won't meet up to their expectations. And a lot of them think money first instead of with, like, actual thoughts of future generations and me when I

Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document

1 grow up and how I will be affected and my children's
2 children.
3 And I also feel like all the health,
4 like, complications to bring up, it's just crazy.
5 Because I take early childhood and we talked about
6 how freeways affect children and development and
7 birth, and it's -- it's not good, like, at all. And
8 I don't see how people can, like, just sit there and
9 say they're for it without even thinking about all
10 this stuff before and ahead of time.
11 And people are going to wish they didn't
12 have this freeway. Like in, like, hundreds of years,
13 they're going to wish we, like, stopped now and
14 stopped, like, building stuff. And we don't have the
15 money to build this stuff anyways, in the first
16 place, with our economy. So, yeah, that's how I feel
17 about this freeway.
18 MR. BRIGGS: Tom C. Briggs. And then --
19 I'm trying to think. My one suggestion would be is,
20 try to work at removing the 32nd Street bridge and
21 work to provide the U-Haul storage place with access
22 through the tribal lands. No need to build a
23 multibillion dollar bridge for that sole business's
24 benefit. That's one.
25 The other comment would be within the

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Code	Issue	Response
1	**Health Effects**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Purpose and Need**	The project is completely funded through federal sources and a local ½-cent sales tax, as programmed in the Arizona Department of Transportation 5-year Transportation Facilities Construction Program and the Maricopa Association of Governments *Regional Transportation Plan*.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Build 202 South Mountain
Date: Monday, May 20, 2013 8:32:12 AM

From: cwirvine@cs.com [mailto:cwirvine@cs.com]
Sent: Saturday, May 18, 2013 7:11 AM
To: Projects
Subject: Build 202 South Mountain

Sir:

1 Build the 202 South Mountain Freeway as soon as possible. Save the citizens of Arizona millions of dollars by not waiting

any longer. Sincerely, C W Irvine, Mesa.

Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

LOOP 202
South Mountain
Freeway Study

2013

Draft Environmental Impact Statement
COMMENT FORM

Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.

ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

It is helpful to ADOT to receive comments on:

- A particular alternative, environmental impact assessment, and/or draft mitigation.
- Any information you feel is incomplete or incorrect.
- How the proposed action would affect you.

Comments must be received or postmarked by July 24, 2013. DEAR ADOT:

WE ATTENDED THE PUBLIC COMMENT OPEN HOUSE IN CHANDLER, AZ RECENTLY CONCERNING THE BUILDING OF THE SOUTH MOUNTAIN FREEWAY.

1 WE ARE TOTALLY OPPOSED TO THE BUILDING OF THIS FREEWAY.

2 THIS WILL BE NOTHING MORE THAN A TRUCK BY-PASS AROUND SOUTH MOUNTAIN, TO BENEFIT THE MEXICO - U.S. - CANADA CONNECTION.

THE ADOT ALWAYS SEEM TO TOUT THE BENEFITS THAT MIGHT ACCRUE, BUT YOU NEVER SEEM TO MENTION THE COSTS INVOLVED, NOT JUST FINANCIAL COSTS, BUT THE HUMAN COSTS;

3 DESTRUCTION OF PARTS OF SOUTH MOUNTAIN, THE LOSS OF HOMES, BUSINESSES,

4 5 SCHOOLS, PLACES OF WORSHIP, ENVIRONMENTAL DEGRADATION OF THE

6 AREA, SUCH AS TOXIC SALLS AND OTHER POTENTIALLY CATASTROPHIC DAMAGE.

THERE IS ALREADY A BY-PASS AVAILABLE FROM

7 HIGHWAY 85, UPGRADED TO INTERSTATE STATUS, (COVER)

Optional

Name _____ Email _____

Address _____

City _____ State _____ Zip _____

Phone _____ Fax _____

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov **or mailed to:** ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150

ADOT U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	**Purpose and Need, Truck Bypass**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Trucks**	
3	**Section 4(f) and Section 6(f)**	
4	**Neighborhoods/ Communities**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
5	**Biology, Plants, and Wildlife**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
6	**Hazardous Materials**	
7	**Alternatives**	The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other "loop" freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. The State Route 85/Interstate 8 Alternative was evaluated for the proposed project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.

Code	Comment Document

LOOP 202
South Mountain
Freeway Study
2013

Draft Environmental Impact Statement
COMMENT FORM

Additional Comments: CONNECTING TO I-8, WHICH CONNECTS TO I-10.

8 WE IMPLORE YOU TO EXERCISE THE NO-BUILD OPTION ON THE LOOP 202 – SOUTH MOUNTAIN FREEWAY.

THANK YOU

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150

ADOT U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
8	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 7/23/13 INCOMING CALL TIME: 11:12 AM CALLER: MOHAMMED ISLAM CALLER ADDRESS: 4213 WEST NAVAJO COURT PHONE: 480-917-3917 EMAIL: **CALLER REMARKS/QUESTIONS:** I support the South Mountain freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

4282

* * *

MS. FINNER: My name is Jill Finner, F-i-n-n-e-r.

I would like to voice my support of building the 202 freeway, specifically the West 59th alternative. I'm a mother of small children. I've been a leader of a moms' group of over 70 moms which represent over 70 families, and we are constantly driving almost 30 minutes to other cities to find entertainment and dining options for family get-togethers and outings and play dates.

I would also like to request an attractive sound barrier and bike/running/pedestrian paths along the length of the freeway, such as the San Antonio, Texas, freeway system.

I'm in opposition to building a new casino and hotel that our current infrastructure cannot support.

We would like to bring the Ahwatukee and Laveen communities together, and the longer we wait to build, the more the cost of construction will increase. I would like to build it.

Thank you.

* * *

MR. ISLAUB: My name is Lynwood Islaub,

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www.drivernix.com

Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document

1 L-y-n-w-o-o-d I-s-l-a-u-b.

My prime concern is that the impact study does not take into account the congestion that's going to be created on Chandler Boulevard. Pecos Road currently carries a significant amount of traffic that goes out to the eastern end of South Ahwatukee -- or the western end of South Ahwatukee. All traffic is now going to be funneled onto Chandler Boulevard. They're even building an extension of Chandler Boulevard out to 27th Avenue. All those residents will now, because they won't have the access to Pecos Road, be coming down and funneling onto Chandler Boulevard.

2 The residents between 40th Street and 24th Street are all going to lose their access point because 32nd Street won't have an on-ramp or off-ramp. There won't be any perimeter roads on this freeway as there are on most other freeways in the Valley, so the residents will all funnel onto Chandler Boulevard and traffic will become gridlock. There's no alternative. The way Ahwatukee is built, Chandler and Ray loop up in the 24th Street area, but from that point on, it's Chandler Boulevard all the way out to 27th Avenue, and that's a concern.

I think it's going to become a significant issue for the residents in the southwestern portion of

Page 4

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Code	Issue	Response
1	**Traffic**	The extension of Chandler Boulevard west of 19th Avenue is included in this project because reasonable access must be maintained to the neighborhoods at the west end of Pecos Road (see Figure 3-33 on page 3-57 in the Final Environmental Impact Statement). Early in the study process a traffic interchange at approximately 27th Avenue was evaluated but ultimately eliminated because of increased residential displacements and cost. Traffic that currently uses Pecos Road will be able to use the freeway once it is constructed. The freeway construction staging plan for the area along Pecos Road would allow for keeping east–west travel open during construction. One side of the freeway would be constructed while traffic remained on Pecos Road. When complete, traffic would be shifted from Pecos Road to the new freeway. At that time, the other side of the freeway would be built. Therefore, traffic would be able to continue to operate as it currently does during construction. However, temporary detours may be needed during construction. (See Final Environmental Impact Statement page 3-27.)
2	**Traffic**	The determination to not include an interchange at 32nd Street was made in coordination with the City of Phoenix (see Figure 3-8 on page 3-15 of the Final Environmental Impact Statement). Construction of the interchange would have resulted in the displacement of over 100 homes and the interchange would have been located near an existing high school. Access to 32nd Street is to remain available from Chandler Boulevard and other east–west local streets. In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system, including the shift of access to Foothills Reserve and Calabrea from Pecos Road to Chandler Boulevard. The City study found no adverse effects on the local street system from the freeway (see Appendix 3-1 in the Final Environmental Impact Statement). The traffic projections for Chandler Boulevard (see Figure 3-12, on page 3-29 of the Final Environmental Impact Statement) show a reduction with the proposed freeway when compared with conditions without the proposed freeway.

Code	Comment Document

1 Ahwatukee -- southeastern portion of Ahwatukee.
2 That's all I have to say.
3
4 * * *
5
6 MR. ELTERS: My name is Bassam Elters,
7 B-a-s-s-a-m E-l-t-e-r-s.
8 My comments are that I support the Loop 202.
9 I've lived in Arizona for 30 years and in the Valley for
10 nearly 10 years. The traffic congestion in the area needs
11 a practical solution. This corridor has been a part of
12 the regional plan for years. The voters approved it
13 twice, and it's time to build it.
14 That's it.
15
16 * * *
17
18 MR. NOVAK: My name is Will Novak, N-o-v-a-k.
19 I just wanted to put in a comment that I hope
20 they don't build anything and save the billion-and-a-half
21 dollars and do something else with it, like build some
22 light rail trains or plant 15 million trees or build a
23 commuter rail, any of the number of things we need in
24 Phoenix.
25 This is a city that is really -- we've got our

Code	Issue	Response

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 7/23/13 INCOMING CALL TIME: 2:13 PM CALLER: KAREN IVERSON CALLER ADDRESS: 4242 EAST CORTEZ STREET, PHOENIX, ARIZONA PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the building of the South Mountain freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

4262

If there's anyone in the ballroom who would like to speak, please make sure you register at the front desk. Thank you.

Another reminder for those of you who are in the ballroom, if you plan on speaking, please make sure that you register at the registration desk. Your name will appear on the screen; we will call you up when you are registered. Thank you.

Renee Jackson. Ms. Jackson, you have three minutes.

MS. JACKSON: Thank you.

THE FACILITATOR: Here's the timer; please begin.

MS. JACKSON: Good evening. My name is Renee Jackson, and I'm a proud member of the Akimel O'odham tribe. I reside in Va ki Village, and my children, who are here, they also reside in Gila River. They are also O'odham and also of Apache and Navajo descent. My children reside partly in Komatke Village in Gila River. Komatke is located very near this freeway project in the valley between Estrella Mountains and South Mountain. This valley will eventually act as a gas chamber, holding the deadly particulates and vehicle pollutants over the community of Komatke. But the environmental and

1

2

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Code	Issue	Response
1	**Air Quality**	According to the Arizona Department of Transportation, 2013, *Air Quality Assessment South Mountain Freeway 202L Draft Report*, review of wind data from the Gila River Indian Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows and stable atmospheric conditions, wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns tend to flow from the east to the lower elevations along the Gila River. During the warmer hours' improved mixing, flows typically follow the river channel and come from the north and northwest. Likewise, during a 1-month-long meteorological monitoring period (November 20, 2006, through December 21, 2006) at Pecos Road and 40th Street and a second 1-month-long monitoring period at Pecos Road and 24th and 40th streets (April 19, 2007, through May 21, 2007), winds during the morning hours typically were from the northeast. During the warmer hours, and with improved mixing, winds typically were from the west.
2	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

3 4

1 cultural impacts, coupled with the inevitable health
2 hazards, extend past Komatke, and ultimately, affect
3 not only the Gila River Indian Community, but all
4 four O'odham tribes, the Akimel O'odham, the Tohono
5 O'odham, the Ak-chin tribe, and the Salt River tribe.
3 6 We all hold South Mountain sacred as it is central to
7 our reservation's story.
8 My people, my family, my relatives, my
9 fellow tribal members, our health is at stake, and
3 10 our cultural rights are in jeopardy. This freeway
11 project has divided the community with money and
12 false promises as the main culprits. My concerns
13 also extend to the surrounding communities. I
14 resided in Ahwatukee for years. My children have
15 attended school in the Kyrene School District since
16 kindergarten. The negative business externalities
17 will affect us all, and as you can see, I am strongly
18 opposed to this freeway. Not only as an O'odham
19 woman, not only as a mother, but as a citizen of this
20 community. We need to be better stewards of this
21 land, making wiser decisions with our future
22 generations in mind.
23 Arizona, in particular Phoenix, is cited as
24 one of the most unsustainable cities in America. To
5 25 continue to build and expand exponentially, without

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Code	Issue	Response
3	**Cultural Resources**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
4	**Health Effects**	
5	**Neighborhoods/ Communities**	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.

Code	Comment Document

1 regards to our limited resources, is complete
2 insanity, and we will pay the cost of all these
3 terrible public transportation policies. Thank you.
4 THE FACILITATOR: Thank you.
5 Anyone else in the auditorium wishing to
6 speak, please make sure you register at the front
7 desk.
8 Janeen Newhouse. Janeen Newhouse.
9 Ms. Newhouse, you have three minutes.
10 MS. NEWHOUSE: Okay. Thank you.
11 THE FACILITATOR: The monitor is right
12 here; please begin.
13 MS. NEWHOUSE: Good afternoon. My name is
14 Janeen Newhouse. I'm from zip code 85339 in Laveen,
15 and I'm interested in definitely having the 202 go
16 through. It's been a long time coming. We've had --
17 the voters have voted it in, two times, I believe,
18 and just to alleviate congestion around the Broadway
19 curve, as you guys know, Phoenix is going to be
20 growing more and more. I don't think that we're
21 going to be stagnant. And that's just going to
22 create a lot more traffic, as you gentlemen know.
23 I'm a huge proponent of it. I do wish that
24 ADOT would definitely make sure that the wildlife and
25 animals and, you know, birds are definitely taken

Code	Issue	Response

Code	Comment Document

5060

1 ***
2 THE REPORTER: Please state your name.
3 MS. JACKSON: My name is Renee Jackson, and
4 I'm a member of the Akimel O'odham tribe in Central
5 and Southern Arizona. I reside in the Va ki Village,
6 District 5. And there are several reasons why I
7 oppose the freeway. In addition to cultural
8 preservation and land preservation, there are several
9 discrepancies in the DEIS that I became aware of.
10 One of the most concerning omissions is
11 the lack of information about the trucks coming in
12 from Mexico. I understand that Mexican regulations
13 are different from those of the U.S., and those have
14 not really been talked about in the EIS. And I think
15 it's a huge, huge error to leave that information
16 out. I know that another reason -- I know that the
17 DEIS, or at least concerning the air pollution only
18 extends to about one-fourth of a mile from the
19 freeway itself. But as we all know, pollution does
20 not sit, especially air pollution, does not sit and
21 stay in this corridor of one-fourth mile from the
22 freeway.
23 And there is a huge concern about the
24 village of Komatke, located in the west side of Gila
25 River. There is almost a bowl that is created. The

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Code	Issue	Response
1	**Trucks**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Air Quality**	According to the Arizona Department of Transportation, 2013, *Air Quality Assessment South Mountain Freeway 202L Draft Report*, review of wind data from the Gila River Indian Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows and stable atmospheric conditions, wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns tend to flow from the east to the lower elevations along the Gila River. During the warmer hours' improved mixing, flows typically follow the river channel and come from the north and northwest. Likewise, during a 1-month-long meteorological monitoring period (November 20, 2006, through December 21, 2006) at Pecos Road and 40th Street and a second 1-month-long monitoring period at Pecos Road and 24th and 40th streets (April 19, 2007, through May 21, 2007), winds during the morning hours typically were from the northeast. During the warmer hours, and with improved mixing, winds typically were from the west.

Code	Comment Document

1 valley between South Mountain, Moadahk, and -- South
2 Mountain, Moadahk, to the Komadk, which is also known
3 as the Estrella Mountain range, creates a bowl effect
4 and all that pollution sits between -- in that
5 valley.
6 Now, there's -- Komatke is one of the
7 biggest villages that we have here in the Gila River.
8 There's many children, schools, churches, Boys &
9 Girls Center, and many, many residential homes. Now,
10 there are already health concerns in our community,
11 and the added pollution that this freeway would
12 create is just adding to that problem. And I
13 understand the argument that it's because the
14 metropolis of Phoenix is growing, that we need to
15 have this infrastructure in place now. I believe
16 that money and effort could be put into the public
17 transportation systems, extended light rail, light
18 pass, et cetera.
19 What a lot of people fail to understand is
20 we live in a desert. We have limited resources, and
21 we have to think smarter about how we build. Another
22 freeway is not going to alleviate the air pollution,
23 as they state, it's merely going to -- it's merely
24 going to move that pollution to our community.
25 The other concern is that the lack of

3

4 5

6

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Code	Issue	Response
3	**Health Effects**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
4	**Alternatives**	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the *Regional Transportation Plan* and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
5	**Alternatives, Nonfreeway Alternatives**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
6	**Air Quality**	

Code	Comment Document

7

1 information and the lack of participation that ADOT
2 and MAG have given to the Gila River Indian
3 Community, outside of this public forum. There has
4 been little participation in getting information to
5 the people of the community. I believe that everyone
6 in the community has not had enough information about
7 this freeway, and the fact that that lack of
8 participation from the State to our community and the
9 fact that this time to comment is very short is going
10 to give it a skewed interpretation of how Gila
11 River feels.
12 There was not -- there's not enough
13 outreach to the community. There's not enough
14 availability for the community to give their concerns
15 other than these forums. I believe that this forum
16 itself, today, is another way to silence the people
17 of Gila River. There should have been greater
18 emphasis of having community members be able to speak
19 about how they feel about the freeway. Not just
20 about the environmental, the health hazards, but more
21 about culture and the significance of the mountains
22 to us.
23 The Gila River Indian Community passed a
24 resolution in 2007 declaring that Moadahk, the South
25 Mountain, is cultural property of our tribe. We find

7

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Code	Issue	Response
7	**Public Involvement**	Communication and coordination with the Gila River Indian Community is described in Chapter 2 of the Final Environmental Impact Statement. A summary of the outreach related to the Draft Environmental Impact Statement is presented beginning on page 6-23 of the Final Environmental Impact Statement. Additional details of this outreach is provided in the following and in Appendices 6-4 and 6-5. After publication of the Draft Environmental Impact Statement, members of the Gila River Indian Community were provided opportunities participate in the environmental impact statement process. The Draft Environmental Impact Statement was published and released to the public for a 90-day comment and review period beginning April 26, 2013, and concluding July 24, 2013 (twice the 45-day comment period required by regulation). In developing this plan, the team also considered specific characteristics of the communities within the Study Area, in conjunction with knowledge gained from previous study-related public involvement efforts. Based on these factors, the following special outreach considerations were integrated into the plan: · Use advertising and graphics to reach illiterate or environmental justice populations · Use bilingual outreach materials, available upon request · Use Hispanic media outlets · Integrate elected officials, intergovernmental liaisons, and special interest groups into the process · Hold the public hearing along transit lines for those who are transit-dependent The Draft Environmental Impact Statement public outreach strategy included four main components: 1) an awareness campaign; 2) the public hearing; 3) an online public hearing; and 4) community forums. Briefings were provided for the Gila River Indian Community, Community Manager (David White). The Draft Environmental Impact Statement was made available online at <azdot.gov/southmountainfreeway>. Electronic versions of the Draft Environmental Impact Statement were distributed to 119 staff from public agencies on April 26, 2013 (including multiple Gila River Indian Community departments). Hardcopies were also made available for viewing at five locations. Prior to the public hearing, a mailer providing notification of the release of the Draft Environmental Impact Statement and the upcoming public hearing was distributed to approximately 87,000 residents and business within the Study Area, as well as to individuals on the project stakeholder mailing list. The mailer also included an overview of the study and Preferred Alternative and information regarding the shuttle buses to the public hearing, including pick-up and drop-off times. Detailed information regarding the public hearing and the various methods to provide comment on the Draft Environmental Impact Statement were also included. The public hearing was the only location that provided a formal 3-minute public comment opportunity. To optimize the opportunity for public participation and, in particular, participation from identified Title VI populations, the Arizona Department of Transportation offered free shuttle bus service to and from the public hearing, located at the Phoenix Convention Center. Service was provided at three times during the day at two locations on the Gila River Indian Community (Komatke Boys and Girls Club and the Gila River Indian Community Tribal

(Response 7 continues on next page)

Code	Comment Document

8

1 that mountain sacred and it is equivalent to a church
2 to us. Any disturbance to our church is still a
3 disturbance, whether as much as ADOT wants to believe
4 that they are trying not to displace wildlife or cut
5 into the mountain more than they have to, it is still
6 a disturbance to the mountain, and to our spiritual
7 well-being as O'odham people.
8 I believe that -- I know that this
9 freeway system is important not only to ADOT and the
10 people of Phoenix, but it is barely -- it is merely
11 just another project for them in their transportation
12 system. Whereas this, protecting the mountain, is
13 vital to our well-being as O'odham people. There are
14 various stories that come with the mountain that
15 we've been taught, and that we are relearning. And,
16 in fact, this fight for this mountain has reignited
17 that passion for protecting that mountain, but also
18 for sharing those stories as well.

9

19 There are many plants and animals that we
20 as O'odham people still hold sacred to -- that live
21 there in that mountain range. There are medicinal
22 plants that are available, there's "shegoi," there's
23 also other foods that we eat from the cactus, the
24 "hashem," these -- these plants are already being
25 affected by the pollution that's on the mountain

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Code	Issue	Response
7 (cont.)		Governance Center in Sacaton). Parking vouchers and transit passes were provided at the public hearing for participants. The online public hearing webpage went live at 10 a.m. on May 21, 2013, at <azdot.gov/southmountainfreeway> and linked to <smfonlinehearing.com>. All of the materials that were presented at the public hearing, including the study video, display banners, aerial maps, an interactive electronic version of the Draft Environmental Impact Statement, and an online comment form were available through the online public hearing. The online public hearing also contained a welcome video explaining the format of the online public hearing, an overview of the purpose of the online public hearing, and information about how to provide comments. The online public hearing attracted 1,864 visitors (approximately 1,600 visited during the comment period) from across the United States. As an additional participation opportunity, especially for those who may not have been able to attend the public hearing, six community forums were held in strategic locations throughout metropolitan Phoenix, attracting nearly 700 attendees. These forums provided an informal opportunity to learn more about the study and the Draft Environmental Impact Statement.
8	**Cultural Resources**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
9	**Biology, Plants, and Wildlife**	

Code	Comment Document

1 today. It's hard to find anyplace to find a clean
2 area to harvest these medicines that have not been
3 tainted with chemicals or air pollution. We have to
4 preserve those plants, not just as O'odham people,
5 but as people all of us collectively who live in
6 these deserts, these plants and animals are vital to
7 us.
8 Anybody who has a concern about
9 conservation of nature should know that this freeway
10 system, this mere project to the outside community is
11 going to be devastating for us all. This is not just
12 an O'odham thing. This is an everybody thing. We're
13 going to -- we're going to feel the effects of this
14 freeway system in our health and in our own
15 well-being.
16 This desert cannot support this many
17 people, and I know as we try and try and support and
18 accommodate for everybody, this society is eventually
19 going to collapse. It has been seen before,
20 historically, and it is going to happen again. This
21 place does not have the resources to house this many
22 people. Our aquifers, our groundwater is being
23 depleted. Our plants are being polluted. Our sacred
24 mountains are now being destroyed.
25 That's what I have to say.

10

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Code	Issue	Response
10	**Groundwater**	The Study Area is located within two Active Management Areas that are regulated by the State of Arizona. The Arizona Department of Water Resources administers groundwater use. Water level decline in one subbasin can be offset by recharging water in another subbasin of the Active Management Area. The Arizona Department of Water Resources regulates drilling, installation, and abandonment of groundwater wells. (See Final Environmental Impact Statement page 4-104) If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner would be compensated by drilling a new well according to State regulations/standards. (See the text box on Final Environmental Impact Statement page 4-108.)

Code	Comment Document

From: Jackson, GregX G
To: Projects
Subject: Comments on South Mountain Freeway - Loop202
Date: Wednesday, July 24, 2013 1:26:20 PM

To whom it may concern,
I wish to offer comments in regards to the proposed construction of the South Mountain Freeway, Loop 202. I believe that construction of the freeway along the proposed alignments (including stated Alternatives) will have a significantly negative impact on the area and it should not be built along these alignments. The Project team has not addressed another Alternate alignment which would lower the cost of land procurement and construction as well as a lower impact to the tax paying public. It is clear that a road with the quantity of lanes as proposed is primarily intended to be a Truck Bypass route thus unloading the I-10 route through central Phoenix. With this in mind, I would like to propose that the AZDOT perform an evaluation to move the alignment away from Phoenix and to align via I-8 to Gila bend and then expand AZ 85 through Buckeye. This provides the following benefits:

1
2

- Lower land procurement cost – due to the population density
- Lower construction cost – existing roads exist vs. creating new roads and blasting rock from South Mountain
- Prevents the destruction of a Native American Culture which with the current alignment calls for carving through South Mountain which is Sacred to Gila River Indian Community
- Elimination of pollution over major residential areas (Laveen, Ahwatukee, Estrella Village, GRIC)
- Additionally, the current proposal does nothing to eliminate traffic congestion, it simply shifts the problem to the west side where the vehicles will come onto the I-10. In 1985, this may have been a good idea but with expansion of the city, this will just load up the freeway at the new alignment. By moving out to Buckeye, the problem is eliminated.

3
4 5

I hope you accept these comments and will consider the alternate alignment to enable the Phoenix Metro area to continue to grow without impacting the current residents

Thank you,

Greg Jackson, Arizona Tax Paying Citizen and Homeowner

Greg Jackson
Senior Vice President | Jones Lang LaSalle | Intel Account
Cell: 480 384 0790 | Email:gregx.g.jackson@intel.com

Code	Issue	Response
1	**Purpose and Need, Truck Bypass**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Alternatives**	The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other "loop" freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. The State Route 85/Interstate 8 Alternative was evaluated for the proposed project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.
3	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
4	**Purpose and Need, Old Plan or Use of Old Data**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Alternatives, W59 Alternative Versus W101 Alternative**	

Code	Comment Document
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Code	Issue	Response

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 6/14/13 INCOMING CALL TIME: 1:28 PM CALLER: JERRY JACOBS CALLER ADDRESS: 8727 WEST TERRA BUENA LANE, PEORIA, ARIZONA 85382 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the South Mountain freeway. Thank you. Bye.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Build the South Mountain Freeway
Date: Tuesday, May 14, 2013 9:44:58 AM

-----Original Message-----
From: jimdjake@yahoo.com [mailto:jimdjake@yahoo.com]
Sent: Friday, May 10, 2013 7:26 PM
To: Projects
Cc: info@buildthe202.com
Subject: Build the South Mountain Freeway

1 Please build the South Mountain Freeway as soon as possible, I commute from Laveen to Tempe and something needs to be done to relieve congestion in the central core of Phoenix. The tunnel will become gridlock and the Broadway curve a complete joke.
Thanks,
Jim Jacobson

Sent from my iPhone

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/17/13 INCOMING CALL TIME: 2:31 PM CALLER: KILLIAN JAGERNAUT CALLER ADDRESS: 2612 E. COTIS STREET, PHOENIX, AZ 85028 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I strongly support the South Mountain Freeway Loop which takes through the South area Pecos and goes all the way to the interstate. This will relieve the maximum amount of congestion we see on 10 East going to Tucson and also Ahwatukee area, Chandler and anything that connects to the freeway. Particularly the morning traffic and evening traffic is something impossible sometimes and backup for miles and miles. We strongly recommend support of the South Mountain Freeway. I am a resident of Phoenix.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

Nancy Jagger

Document Created: 7/24/2013 5:49:27 PM by Web Comment Form

1 2 3 4 5 6 7

Hello. I want to voice my concern over the proposed South Mountain Freeway. As a nearly 20 year resident of Ahwatukee I am very concerned about the impact upon the homes, schools and people of the area. I am concerned for the decreased air quality and increased noise from truck traffic that would divert onto the new freeway. I respectfully ask the commission to relook at alternatives that have been eliminated that would be more friendly to South Mountain park and utilize existing roads from Maricopa connecting to 10 on the West side. Thank you for allowing me to voice my strong resistence to the current proposal.

Code	Issue	Response
1	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
2	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Noise**	
4	**Noise**	The Maricopa Association of Governments regional travel demand model forecasts approximately 10 percent truck traffic on the South Mountain Freeway in 2035 (see Final Environmental Impact Statement page 3-64). This percentage is similar to current conditions on Interstate 10 between Loop 101 and Interstate 17 and on U.S. Route 60. Noise modeling for the Final Environmental Impact Statement used this forecast truck traffic, with the model accounting for greater noise generation by trucks in the future (see Final Environmental Impact Statement page 4-91). Noise mitigation is designed for this predicted noise level, including the noise from trucks.
5	**Alternatives**	The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other "loop" freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County.
6	**Alternatives, Gila River Indian Community Alignment**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
7	**Alternatives**	A Riggs Road Alternative was considered. It would replace 51st Avenue south of its connection to Interstate 10 (Papago Freeway) for approximately 21 miles. It would then replace approximately 4 miles of Beltline Road in an easterly direction. At the Riggs Road/ State Route 347 intersection, the alternative would replace approximately 3 miles of Riggs Road before connecting to Interstate 10 (Maricopa Freeway) (see Final Environmental Impact Statement page 3-9). While the Riggs Road Alternative would serve regional mobility needs, particularly of those living in the Maricopa area, meeting this travel demand would not address specific planning goals for an integrated regional transportation network. The *Regional Transportation Plan* identifies the proposed South Mountain Freeway as a critical link in the Regional Freeway and Highway System. The Riggs Road Alternative would not complete the Phoenix metropolitan area's loop system as part of State Route 202L, thereby causing substantial out-of-direction travel for motorists. Therefore, the Riggs Road Alternative would not meet the project's purpose and need criteria and was eliminated from further study. In addition, nearly two-thirds of any alternative using Riggs Road would be on Gila River Indian Community land. Tribal sovereignty is based in the inherent authority of Native American tribes to govern themselves. While this notion of sovereignty is manifested in many areas, generally Native American land is held in trust by the United States. Native American communities have the authority to regulate land uses and activities on their lands. States have very limited authority over activities within tribal land (see page 2-1 of the Final Environmental Impact Statement). From a practical standpoint, this means that the Arizona Department of Transportation and Federal Highway Administration do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or condemn tribal land for public benefit through an eminent domain process.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Support/Build the South Mountain Freeway 202 Laveen
Date: Wednesday, May 22, 2013 10:51:22 AM

From: BILLY JAGROSSE Owner [mailto:desertguy67@centurylink.net]
Sent: Tuesday, May 21, 2013 4:43 PM
To: Projects
Subject: Support/Build the South Mountain Freeway 202 Laveen

To whom it may concern:
As a Phoenix Maricopa County Tax payer who has voted twice in the long history of the South Mountain Freeway loop 202 project I am pledging my support and demanding this project be started! The Phoenix area is clearly in need of this project for future success of the Valleys economy as has been detailed in multiple studies. I am looking forward to connecting the under served area of laveen and the southwestern corner of our great city to the whole. The funds have been voted the EIS is clear and the demand is there LETS BUILD. As for the Gila River Community: PLEASE RESPECT THEM AND NOT BUILD ENTRY EXITS TO THEIR LAND. They claim their land is sacred and we must allow it to stay that way.Federal Land Federal Dollars Lets Build on and only connect to Federal Land. 1
The Future must be built for and Not building would be a grave mistake for The areas future.
THE TAX PAYERS HAVE SPOKEN VOTED AND VOTED AGAIN. EXECUTE! THE TIME IS NOW PHOENIX MUST GROW!
William J
Phoenix Citizen
TAX PAYER
Highway System User

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Code	Issue	Response
1	**Alternatives**	Federal law prohibits the denial of access to any community. Thus, traffic interchanges would be located along the freeway where it borders the Gila River Indian Community (see Final Environmental Impact Statement page 3-51). Roadway connections on Gila River Indian Community land to the traffic interchanges would be the responsibility of the Gila River Indian Community, in coordination with appropriate jurisdictions.

Code	Comment Document
1	David James Document Created: 5/21/2013 2:36:16 PM by Web Comment Form Not only will the South Mountain Freeway create thousands of jobs, it will alleviate the traffic problems through downtown. Decreasing traffic congestion through the downtown and the Broadway Curve will not only save lives, it will reduce air pollution in Phoenix because of the air pollution associated with traffic delays.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/19/13 INCOMING CALL TIME: 5:30 PM CALLER: DEENA JAMES CALLER ADDRESS: 1239 EAST GRISWALD ROAD PHOENIX, ARIZONA 85020 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I have voted for the freeway two times already. I'm still in favor of it. Goodbye.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Tracie James Document Created: 7/9/2013 6:25:54 PM by Web Comment Form Please do not fund the 202 freeway extension. This cannot be the best solution. Please reconsider options with less environmental and fiscal impact on our community. Thank you in advance for your thoughtful consideration.

Code	Issue	Response
1	**Alternatives**	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the *Regional Transportation Plan* and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway Comments
Date: Friday, June 07, 2013 10:11:56 AM

From: sharkb8@aol.com [mailto:sharkb8@aol.com]
Sent: Friday, June 07, 2013 9:32 AM
To: Projects
Subject: South Mountain Freeway Comments

The South Mountain Freeway could forever be known as Arizona's biggest environmental blunder.

I've lived in the South Tempe/Ahwatukee area since 1976. I know this area better than most. I want to make it clear that my current home does not sit in the path of the proposed freeway. Following are some of my observations on this proposed freeway and the area I currently call home.

Many including ADOT state that this freeway alignment has been on ADOTs maps as early as 1985, and adopted as a specific alignment in 1988 well before houses were built and therefore that affords ADOT some kind of claim of "freeway domain." Well, as we all know, 28 years is an eternity in Phoenix area metropolitan growth and times do change.

When that route was chosen, the only "road" anywhere in the area was a dirt access road for SRP maintenance on the hi tension power lines that run next to what is now Pecos Road. The thought at that time was that there was no development (Chandler Blvd., Ray Road and Warner Road didn't exist) for miles in the area and that this land was at the very edge of Phoenix since it abutted Gila River Indian Reservation land. Also since the hi tension power lines were already here, developers wouldn't be building residential homes in the immediate area. There used to be a garbage dump at Ray Road and 48th Street. My how times have changed in just 28 years.

1 ADOT's assumption that construction of this Freeway will somehow lesson downtown traffic is also unqualified. One fact about Phoenix area freeway construction is that within a few month's of a new freeway's opening, it reaches capacity. Look at the 101, 51, I-10 Broadway Curve expansion, 60 and on and on. If people are looking for ways to relieve freeway rush hour traffic, drive on surface streets. On March 30, 2006, Bob Hazlett (MAG Senior Engineer) in a presentation to the South Mountain Citizens Advisory Team showed simulations that proved that the South Mountain Freeway would not reduce traffic in the Broadway Curve area by any appreciable amount. ADOT data released in 2006 indicated that the 55th Avenue alignment would lead to more congestion and longer commutes on Interstate 10. 2 The only way to effectively relieve freeway rush hour traffic is to get vehicles off the freeway, not by building more and more freeways which increases the vehicle count across the grid.

I feel it's important to note that the population of Ahwatukee Foothills has lived with some of the worst traffic and city planning for the past 28 years of any city in the metropolitan area. We all hate traffic and have wanted solutions for years but were constantly ignored by local governments. Ahwatukee Foothills with a population close

(Comment codes continue on next page)

Code	Issue	Response
1	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
2	**Purpose and Need**	Figure 3-12, on Final Environmental Impact Statement page 3-29, shows a 6 percent reduction in modeled 2035 average daily traffic volume in the Broadway curve with the proposed freeway implemented when compared with the No-Action Alternative. It also shows no difference in modeled traffic volumes in 2035 for the with- and without-freeway traffic volumes for Interstate 10 immediately west of 59th Avenue. Farther west, there would be a slight reduction in volumes on Interstate 10 with the proposed freeway implemented.
3	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
4	**Air Quality**	According to the Arizona Department of Transportation, 2013, *Air Quality Assessment South Mountain Freeway 202L Draft Report*, review of wind data from the Gila River Indian Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows and stable atmospheric conditions, wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns tend to flow from the east to the lower elevations along the Gila River. During the warmer hours' improved mixing, flows typically follow the river channel and come from the north and northwest. Likewise, during a 1-month-long meteorological monitoring period (November 20, 2006, through December 21, 2006) at Pecos Road and 40th Street and a second 1-month-long monitoring period at Pecos Road and 24th and 40th streets (April 19, 2007, through May 21, 2007), winds during the morning hours typically were from the northeast. During the warmer hours, and with improved mixing, winds typically were from the west.
5	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
6	**Neighborhoods/ Communities**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)

(Responses continue on next page)

Code	Comment Document
	to 100,000 people just recently obtained a permanent police station. They used to work out of trailers. A fire station was also added recently which was a much needed facility. This community does not share common boundaries with any other city. We are split off by South Mountain, the Gila River Indian reservation and I-10. That our public service needs have been ignored for decades is no surprise. Happily that is changing now that the area has become a political financial powerhouse. Real estate in Ahwatukee Foothills is some of the highest priced in the East Valley, the school system has become second to none, a vast majority of it's residents carry college degrees and it's close proximity to Phoenix, Sky Harbor Airport, ASU, Tempe and the East Valley make it a very desirable place to live. All this has been built by the hard work and tenacity of it's residents.
3	I encourage officials to come out and walk, ride a bike or jog along Pecos Road and imagine that area turned into an 8 to 10 lane (depending on costs) interstate freeway. I'd be happy to give anyone a tour. The effect of a freeway will destroy a whole community and environment, forever. People who have spent years in the area know that to be true. Ahwatukee Foothills is set between a vast flat plain (in excess of 50 miles) on the South and South Mountain Park with an elevation of 2,690 feet that encompasses over 13,000 acres on the North. This diverse topography creates a micro climate for the Ahwatukee Foothills area. This is truly a unique environment not reproduced anywhere else in the metro area. It is protected from Phoenix, Glendale, Tempe, etc., smog and dust because of South Mountain. Pecos Road comes within six-tenths of a mile of South Mountain Park. The winter inversions of vehicle exhaust
4	pollutants you see are extremely reduced in Ahwatukee Foothills because of South Mountain. The downside is that when dust storms come from the South or East Valley, Ahwatukee Foothills really gets hit hard. The dirt and dust has no where to go
5	except down, on homes. South Mountain and the Estrellas block any escape. The effect of diesel and auto vehicle pollutants from a freeway will forever change the environment and air quality of Ahwatukee Foothills and South Mountain Park. Pecos Road becomes invisible during summer dust storms. Is ADOT going to shut down a freeway during dust storms to prevent the major accidents that will happen during these "dust outs?"
	Some important points that need to be answered and to consider about this Freeway and the reports done thus far:
	1. Ahwatukee Foothills is built out. Only one small parcel (620 acres or significantly less depending on how it's split) remains for developers. And that might not even attract developers because it would abut the freeway.
6	2. Pecos Road contains a "major" church, grade school, post office, and thousands of people living directly in the path of the proposed freeway. These people and businesses will have to be moved and compensated and will be severely impacted if they stay.
	3. Within 3 blocks of Pecos Road is one of the two area high schools with a population of over 3000 students, another church and thousands of people. A proposed new high school sits within 1 block of the Pecos freeway route.

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Code	Issue	Response
7	**Purpose and Need**	The proposed freeway at one point featured a ten-lane freeway cross section, with three general purpose lanes in each direction and sufficient right-of-way to add a high-occupancy vehicle lane and a general purpose lane in each direction in the median in the future (when warranted by travel demand). The Maricopa Association of Governments, in association with the Arizona Department of Transportation, later examined an eight-lane freeway cross section, with three general purpose lanes and one high-occupancy vehicle lane in each direction (see Final Environmental Impact Statement pages 3-19 and 3-20). Such a configuration would reduce the right-of-way needed for the freeway without jeopardizing its ability to meet the purpose and need criteria. Additionally, the eight-lane freeway would cost about $200 million less than the ten-lane freeway (see the Final Environmental Impact Statement, beginning on page 3-23). Because the eight-lane freeway would meet the project's purpose and need and would do so with lower costs, less right-of-way acquisition, and fewer impacts than the ten-lane freeway, it was carried forward for further consideration
8	**Utilities**	The City water line in the area of the South Mountains would be located away from the proposed freeway. It would not need to be relocated. There are City water and sewer lines and other private utilities under Pecos Road. As necessary, these utilities would be relocated to avoid impacts from the proposed freeway (see pages 4-165 and 4-166 in the Draft Environmental Impact Statement for more information about utilities). The cost of these relocations is included in the overall project cost (see page 3-59 of the Final Environmental Impact Statement for more information related to costs).
9	**Utilities**	The major gas lines that run along Pecos Road are operated by El Paso Natural Gas and Kinder Morgan (El Paso Natural Gas Company, L.L.C., is owned by Kinder Morgan, Inc.). Both lines are located south of Pecos Road on Gila River Indian Community land and would not be affected by the project. In the area around 51st Avenue, these lines turn north and cross under the alignment of the proposed freeway. In these areas, the lines would be protected in place. The operation of these lines would not be affected by the proposed freeway.

(Responses continue on next page)

Code	Comment Document
7	4. If ADOT builds a freeway along Pecos Road, since it abuts the Gila Indian Reservation and homeowners on each side, there is no room for future expansion. Zip, Zilch, Nada. Unless taxpayers want to buy off more homeowners and Gila River Indian Landowners. So when this Freeway becomes grid locked, it remains grid locked because future freeway expansion is impossible.
	5. Since there is no land available, that means there will be no industrial development along the freeway thru Ahwatukee Foothills for the State of Arizona or it's municipalities. Zip, Zilch, Nada. This leaves the Gila River Indian Community with a potential financial juggernaut of retail, industrial and hospitality development along the proposed freeway on their land. This will add even more traffic to the community. Since ADOT states no studies can be done on this land, they have no clue as to what kind of developmental impact the Gila River Community has in store for our community. No one does.
8	6. In 2003 a $60 million water line to Ahwatukee Foothills was bored thru South Mountain and runs under Pecos Road. That supplies water to a community of 100,000 people. It would have to be relocated if a freeway is built on Pecos Road. A safe conservative estimate to redo that project – $100 million? That doesn't include the cost of relocating the communities utilities which also run under Pecos Road.
9	7. The valley's fuel supply lines run along Pecos Road. You know, those lines coming from Tucson that caused gas prices to soar to way over $4.00 a gallon for the first time in our states history. I would say it's a safe bet that this line will be shut down many times during construction.
10, 11, 12	8. Pecos Road lies at the lowest elevation in the area. Sound abatement walls will be totally uneffective if this freeway is built above ground thru Ahwatukee. You can stand a half a mile away from Pecos Road and hear one car driving along it because of this difference in elevation. Sound travels very well in the area's dry air an elevation. For this reason this proposed freeway needs to be built below ground with sound "deflector walls" that channel the freeway noise south. Rubberized asphalt won't do it. Will ADOT provide for residential sound testing for neighborhoods that lie in excess of 800 feet of the proposed freeway's path after this proposed freeway is built? Sound and air pollution from this project will have a dramatic downward effect on real estate prices and quality of life.
13, 14, 15, 5	9. Since a major proportion of the valley's "Big Box" retailers have regional supply warehouses in the area where this freeway will connect with I-10 on the west, it will become a mecca for big rig diesel truck traffic skirting the metro Phoenix area and well as much of the International truck traffic between Mexico, Canada and the U.S. It would be safe to say that over 50% of the traffic on the Pecos Road Freeway would be diesel burning, one of the major vehicle air pollutants. There is no way to limit the types of vehicles driven or monitor them.
16, 17	10. The majority of people who live in the Ahwatukee Foothills and vicinity do not commute daily to the West side. That thought is wrong and uninformed and if the freeway is built, they will not use it because of the dangers of the high speed truck traffic.
	11. Currently Pecos Road is used by a vast majority of people for recreation. Jogging, biking, rollerblading and walking. These people will be forced onto Chandler Blvd. and

Code	Issue	Response
10	**Noise**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix. As discussed in the Noise Analysis Technical Report prepared for the Final Environmental Impact Statement, the proposed South Mountain Freeway was modeled in the latest version of the Traffic Noise Model (version 2.5). This is a three-dimensional model that factors in elements of the proposed freeway using x, y, and z coordinates. The model did account for the elevations of the freeway, nearby homes that may be elevated above the road, and any recommended barriers between the homes and freeway. This is the same procedure and same model used for other freeway projects in the Phoenix metropolitan area and across the country. The Federal Highway Administration developed the noise regulations as required by the Federal-Aid Highway Act of 1970 (Public Law 91-605, 84 Stat. 1713). The regulation, 23 Code of Federal Regulations 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise, applies to highway construction projects where a State department of transportation has requested Federal funding for participation in the project. The regulations contain noise abatement criteria, which represent the upper limit of acceptable highway traffic noise for different types of land uses and human activities. The regulations do not require meeting the abatement criteria in every instance. Rather, they require highway agencies make every reasonable and feasible effort to provide noise mitigation when the criteria are approached or exceeded. Compliance with the noise regulations is a prerequisite for the granting of Federal-aid highway funds for construction or reconstruction of a highway. In 1998, the Federal Highway Administration released the Traffic Noise Model, which has been upgraded several times since its release. It was developed as a means for aiding compliance with policies and procedures under Federal Highway Administration regulations. The model is a state-of-the-art computer program used for predicting noise impacts in the vicinity of highways. It uses advances in personal computer hardware and software to improve upon the accuracy and ease of modeling highway noise, including the design of effective, cost-efficient highway noise barriers. These components are supported by a scientifically founded and experimentally calibrated acoustic computation methodology, as well as an entirely new, and more flexible data base, than the former model. The database consists of over 6000 measurements at forty sites across the country.
11	**Alternatives**	The project team analyzed the belowground option, also called the depressed freeway option. The analysis indicated that depressing the freeway would increase the cost of construction and right-of-way acquisition, displace additional residences, create the need for additional pump stations and detention basins, and still need the installation of noise barriers. Because the belowground option would result in substantially greater costs and residential displacements, this option was eliminated from further study (see Final Environmental Impact Statement pages 3-15 and 3-18).

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Code	Comment Document
	Ray Roads both of which have vastly inferior bike lanes. This will result in more traffic, slower speeds and unfortunately, more accidents and deaths. Most of these roads can't be widened and those that can would incur extreme costs.
18	12. If this freeway is built along Pecos Road, the population of Ahwatukee Foothills better get prepared for the worst traffic they've ever seen in the area for the projected 7 to 10 year construction time. Pecos Road would basically be unusable due to all the closures and construction during this time. That forces everyone onto the only three ways out of the area, Chandler, Ray and Warner roads. Now add the thousands of construction workers and equipment used the build this massive project to the daily commute and it will be one big mess. Also don't forget that ADOT loves to schedule other major projects (resurfacing surface streets) during these "big builds."
19	13. ADOT plans to put part of this freeway thru South Mountain Park because they have no other option and Federal law allows them that right. I can't even express in words how wrong this is. Taking even one foot of a park for a freeway is just plain wrong. After all why is it even a park then. We have the best engineers in the world and ADOT can't find a solution that doesn't take park land. I find that fact disgusting and a total insult to engineering intelligence and I would be honored to research and lead the charge for a solution considering our ADOT "engineers" have no clue for an option to save the park. I would think a ten lane twin tube tunnel would be easy to bore thru South Mountain as has been
20	done in the Alps, DC Metro, and the Euro-Tunnel. Contractors such as Bechtel Brown and Root, Morrison-Knudson, etc., could do the job with two Robbins Moles. This could help limit desert destruction to only entry and exit portals. Nine years ago a 20-foot diameter single tube water tunnel was completed, running north to south and more than a mile long and the environmental damage was minimal. Even though core drilling will have to take place along the proposed route, the referenced water tunnel has exposed the structural geology already. This project done correctly, would present the least amount of damage to the environment. But again is ADOT willing to cost this out and present it to the public? A park such as South Mountain Park – all of it – should remain just that – forever.
21	14. Will ADOT pay for yearly independent water and soil analysis to look for leaching of oil, gas, diesel fuel and chemicals into the freeway area near the community that will eventually leach into the water supply? What about the area's well re-location which is impossible. Is ADOT willing to pay the community for water costs forever on wells that are capped in the area. Has this cost been added to the budget?
22 23	15. What is the possible future cleanup cost to Arizona taxpayers if the Superfund site near 55th Avenue is breached and leaks into ground water since the Federal government will no longer be responsible for any costs of cleanup if a freeway is built in the area? Similar sites cleanup costs have ranged from $650 million to $2.25 Billion. Has this cost also been added to the budget?
24	16. Desert Foothills Parkway and 24th Street need to be made off limits to 18 wheeler truck traffic at all times because of the nature of the narrow size and design of these streets. These roads cannot handle big rig traffic with their required extra turning radius. Medians and expensive landscaping will be destroyed. Fines for using these roads should be posted and enforced.
25	17. In the event of an emergency when the proposed freeway is shut down, the Desert Foothills Parkway and 24th Street exits have to made unavailable for diverting traffic off the freeway. These roads cannot handle the capacity with their winding, hilly terrain and narrow lanes. ADOT would create a massive gridlock in that area from which no one would be able to move in or out, including emergency vehicles. This scenario is unacceptable and avoidable if these roads are made off limits during a freeway shutdown. Has ADOT done any studies on the effect of a closure of the freeway and

Code	Issue	Response
12	**Property Values**	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138–47; "Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor"). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
13	**Purpose and Need, Truck Bypass**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
14	**Trucks**	
15	**Trucks**	The Maricopa Association of Governments regional travel demand model forecasts approximately 10 percent truck traffic on the South Mountain Freeway in 2035 (see Final Environmental Impact Statement page 3-64). This percentage is similar to current conditions on Interstate 10 between Loop 101 and Interstate 17 and on U.S. Route 60.
16	**Purpose and Need**	An analysis of the origins and destinations of projected freeway users is presented in Figure 3-18, on page 3-36 of the Final Environmental Impact Statement. Freeway users are defined as those motorists who pass through the bend of the freeway (around the South Mountains). So, this does not count motorists in Laveen Village who go to Interstate 10 (Papago Freeway) and motorists in Ahwatukee Foothills Village who go to Interstate 10 (Maricopa Freeway). The results of the origin-destination analysis show that 73 percent of the traffic going around the South Mountains has origins or destinations in the area within or around the Study Area and supports the conclusion that the proposed action would serve east–west mobility consistent with commuting movements.
17	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
18	**Traffic**	The freeway construction staging plan for the area along Pecos Road would allow for keeping east–west travel open during construction. One side of the freeway would be constructed while traffic remained on Pecos Road. When complete, traffic would be shifted from Pecos Road to the new freeway. At that time, the other side of the freeway would be built. Therefore, traffic would be able to continue to operate as it currently does during construction. However, temporary detours may be needed during construction. (See Final Environmental Impact Statement page 3-27.)
19	**Section 4(f) and Section 6(f)**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

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	it's effects on the traffic in the impacted Ahwatukee area? I can't find one. I suggest that ADOT shuts down Pecos Road for one work day during the week to gauge the effect on traffic in the community. And no advance warning to the public, after all freeway shutdowns aren't planned, but pre-planning helps saves lives. It will be grid lock during rush hour.
26 18	18. This proposed 8-10 lane freeway will take 7-9 years to construct. During that time it will throw in excess of 6000 construction workers daily on our streets coming and going. There will be a continual dirt cloud over Ahwatukee until the freeway is completed. Pecos Road will continually be shut down and basically be unusable which means Chandler Boulevard and Ray Road will be the only way in and out for 7-9 years. How are people in this area going to get out? It will be unlivable during construction for the residents south of Chandler Boulevard between 35 Avenue and 40th Street. Will there be a fund to help children and elderly adults who develop major respiratory ailments from the construction's brown cloud? Will residents and businesses be compensated for extra water costs for dirt cleanup during construction? What about blasting apart South Mountain with 3 twenty story high and 200 yard wide cuts and the unknown noise effects on the community?
27 28	
29	19. Wildlife and native vegetation armageddon.
	20. Projected total budget costs for this freeway are currently at the $2-3 Billion range that ADOT throws around. People "in the know" of building this freeway, not only have mentioned that it will be the most costly stretch of freeway ever built in the metro area but also peg the final costs in the $4-5 Billion range at today's costs. Arizona's current STATE budget is $8.9 Billion. This 22 mile piece of freeway will cost more than half of the total budget for the State of Arizona. I have serious problems spending that amount of money on a freeway with huge environmental implications during these recession laden times.
3	21. There will always be people who oppose freeways but when a freeway is going to have such a huge negative impact on a community, the land and a designated major metropolitan area Park, alternatives need to be found. Is it right to totally destroy a community for "The Common Good?" People chose to live in the Ahwatukee Foothills area because of what is has become: a huge secluded bedroom community with a great family environment and wonderful Arizona vistas protected from the big city just on the other side of South Mountain. A freeway enclosing and destroying this unique community is just plain wrong when there are so many unknown and potentially devastating obstacles in the way that will change the current environment forever.
30	Hopefully all my issues will be discussed and answered. The Pecos Road alignment is not a viable solution for this freeway. Land south of Pecos Road on the Gila Indian Reservation is the most environmentally and economically sound decision to build a freeway of this size on. We seriously need to work towards doing the right thing for current and future generations.
	Sincerely, Kevin Janke
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
20	**Alternatives**	Information related to the evaluation of a tunnel option is presented in the Final Environmental Impact Statement, beginning on page 3-16. The commenter's tunnel concept would be similar in nature to the tunnels evaluated in the Draft Environmental Impact Statement A cut and cover tunnel would not be feasible based on the geologic (hard rock) conditions of the South Mountains. A double-decker tunnel would result in similar or even higher costs and impacts as the tunnels considered for the study. In the State Route 710 project in Pasadena, California, the freeway alternatives that include tunnels cost almost $4 billion more than the freeway alternative without tunnels. The City of Phoenix water line has a 4-foot diameter. The tunnel bore was only approximately a 6-foot diameter. Geotechnical data from the City of Phoenix project was used in evaluating the potential for tunnel alternatives through the South Mountains.
21	**Groundwater**	If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner would be compensated by drilling a new well according to state regulations/standards. (See text box on Final Environmental Impact Statement page 4-108.)
22	**Hazardous Materials**	Both the Van Buren Tank Farm and the West Van Buren Water Quality Assurance Revolving Fund site were identified and considered during development of the Final Environmental Impact Statement (see pages 4-105 and 4-165 and the Draft Initial Site Assessment prepared for the proposed project.) These sites are primarily groundwater-impact sites, and groundwater is found at a depth of over 60 feet below the footprint of the Preferred Alternative. Given the separation distance between the adversely affected media (groundwater) and the construction zone (near surface in these locations), the project team determined that these sites would not pose a risk to construction or to the general public once the facility were completed. This assessment has been clarified in the Final Environmental Impact Statement on page 4-165.
23	**Hazardous Materials**	The corridor analysis revealed sites that would need further assessment during the property acquisition phase of the project, if an action alternative were to become the Selected Alternative. The Arizona Department of Transportation employs a phased approach to site assessment that allows time for cleanup of any sites found to have hazardous waste issues. The project team concluded from the level of analysis conducted during the environmental impact statement process that the types of sites likely to be acquired contain common hazardous waste issues like underground storage tanks, asbestos and lead paint in buildings, and other commonly found issues (see Final Environmental Impact Statement page 4-157). The Arizona Department of Transportation maintains a process for addressing these issues in accordance with all applicable environmental laws and regulations.
24	**Design**	Desert Foothills Parkway and 24th Street have standard 12-foot-wide travel lanes, and the vertical and horizontal geometry make them passable by most vehicle types. These roads are operated and maintained by the City of Phoenix . The City of Phoenix would have the authority to restrict truck traffic, if desired.
25	**Hazardous Materials**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

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Code	Comment Document

Code	Issue	Response
26	**Construction**	The Arizona Department of Transportation is evaluating construction delivery methods for the proposed freeway. One concept is to deliver it as a single design-build project. This method would expedite the construction duration for the entire project to around 3 to 3.5 years. Another concept would be to deliver the project in a more traditional method breaking the 22-mile corridor into nine segments (each 1 to 3 miles long) and constructing them in phases. Each segment would be under construction for 1 to 3 years; the total construction duration for the entire corridor would be 5 to 6 years. A discussion of construction implementation is provided beginning on page 3-59 of the Final Environmental Impact Statement. Any particular area of the Preferred Alternative would not be expected to see construction activities beyond an approximate 2-year period. To reduce the amount of construction dust generated, particulate control measures related to construction activities must be followed. The following mitigation measures would be followed, when applicable, in accordance with the most recently accepted version of the Arizona Department of Transportation *Standard Specifications for Road and Bridge Construction* (2008). Prior to construction and in accordance with Maricopa County Rule 310, Fugitive Dust Ordinance, the contractor shall obtain an approved dust permit from Maricopa County Air Quality Department for all phases of the proposed action. The permit describes measures to be taken to control and regulate air pollutant emissions during construction (see page 4-173 of the Final Environmental Impact Statement).
27	**Construction**	The contractor would submit a written blasting plan to the Arizona Department of Transportation prior to beginning any blasting work. The Arizona Department of Transportation Resident Engineer then ensures that the contractor has followed all requirements for a blasting permit. Prior to blasting, the areas where rock fragments may fall is mapped to ensure there will be no property damage. Residents in the area are notified of any blasting activity (see Final Environmental Impact Statement page 4-123). Blasting is avoided if standard earthmoving equipment can be used.
28	**Health Effects**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
29	**Biology, Plants, Wildlife**	
30	**Alternatives, Gila River Indian Community Alignment**	

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway DEIS Comments
Date: Friday, July 05, 2013 12:24:11 PM
Attachments: image001.png

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov
ADOT Communications

From: sharkb8@aol.com [mailto:sharkb8@aol.com]
Sent: Friday, July 05, 2013 12:14 PM
To: Projects
Subject: South Mountain Freeway DEIS Comments

1 It's been noted in many closed circles within our very private "so-called" transportation board that the State of Arizona DOES NOT have the money necessary to maintain the existing highway system and to also make new highway improvements. Recently (06-2013) that clearly became evident when the State Transportation Board approved a project that wasn't even on the 5 year plan of state projects to be approved. A $66 million dollar project was approved while two critical projects were shelved because of lack of money. The two projects that were terminated (the widening of AZ 260 near Lion Springs and the widening of US 93 near Wikieup) are two of the five DEADLIEST rural highways in Arizona. Federal crash data states that 28 people have died on these two roadways between 2004 and 2011.

It appears that the citizens that make up the State Transportation Board have other issues at stake rather than people lives.

Since it is well stated and documented by the boards action above that the State of Arizona at this time does not have the funds necessary to maintain our highway system and protect the safety of its residents, I strongly support the termination of the PROPOSED South Mountain Freeway at this time. The needs of current state roadways far exceed the needs of a FUTURE 21 mile freeway segment. I suggest that the $2-5 billion dollars in collected tax revenue that is currently available for it's construction be used to maintain and upgrade these and many other needed critical projects for the next 7-10 years. We must look at ourselves, not as counties but as a state, something that the State Transportation Board & ADOT frequently forget.

It will be interesting to see if this letter is censured/deleted by ADOT from the Final EIS.

Sincerely,
Kevin Janke

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Code	Issue	Response
1	**Purpose and Need**	The proposed project is part of the *Regional Transportation Plan* for the Maricopa Association of Governments region. In 2004, the voters of Maricopa County approved the *Regional Transportation Plan* and the extension of a half-cent sales tax to fund its projects. The funding for the right-of-way acquisition and construction of the proposed project would come from a combination of federal (National Highway Performance Program) and County (half-cent sales tax, also known as Regional Area Road Funds) sources. Use of these funds for construction of the proposed freeway would not affect available funds for statewide projects nor would not constructing this facility make available additional funds for other statewide projects.

Code	Comment Document
1, 2, 3	Simone Janssen Document Created: 7/24/2013 10:18:12 PM by Web Comment Form As a homeowner in the Foothills Reserves in Ahwatukee AZ, I choose a NO BUILD for the 202 South Mountain Freeway! Our peace, tranquility, love of nature here will be ruined by building this Freeway. My greatest concern is the pollution/toxins that will be emitted....my family members have asthma and all the schools in the area would GREATLY be affected by this Freeway!!

Code	Issue	Response
1	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Air Quality**	
3	**Health Effects**	

Code	Comment Document

John Janssen Document Created: 7/24/2013 10:32:11 PM by Web Comment Form

To whom it may concern,

1 2 3 4 I would like to voice my opposition to the building of the loop 202 at all and especially on the pecos alignment. Many houses will be demolished and many more less desirable due to the freeway right out their windows. There at least 2 schools that would be very close to the freeway that would be exposed to toxins from the passing traffic.

5 6 7 8 The south side of South Mountain is beautiful, quiet, and peaceful. I would suspect that he polution from the passing vehicles would be trapped and be even more toxic. Hundreds of people ride their bikes through this area everyday. These routes would be eliminated to a large extent with this freeway. We should be promoting alternate travel instead of making it hard to use.

9 10 The current alignment will try and squeeze 8 lanes in an area with little or no room. It will not be built below grade because of cost. The san tan freeway is below grade along with many others haviing 50-100ft of isolation with the below grade and high walls. The people close to the alignment will have an ugly wall and lots of noise. Everything about this project is on the cheap and disregarding people's quality of life.

11 Do not build or move it further south.

Code	Issue	Response
1	**Alternatives, E1 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Neighborhoods/ Communities**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
3	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
4	**Health Effects**	
5	**Visual Resources**	Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-169 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.
6	**Air Quality**	According to the Arizona Department of Transportation, 2013, *Air Quality Assessment South Mountain Freeway 202L Draft Report*, review of wind data from the Gila River Indian Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows and stable atmospheric conditions, wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns tend to flow from the east to the lower elevations along the Gila River. During the warmer hours' improved mixing, flows typically follow the river channel and come from the north and northwest. Likewise, during a 1-month-long meteorological monitoring period (November 20, 2006, through December 21, 2006) at Pecos Road and 40th Street and a second 1-month-long monitoring period at Pecos Road and 24th and 40th streets (April 19, 2007, through May 21, 2007), winds during the morning hours typically were from the northeast. During the warmer hours, and with improved mixing, winds typically were from the west.

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
7	**Traffic**	The study has considered concepts for parallel multiuse paths; however, the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.
8	**Alternatives, Nonfreeway Alternatives**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
9	**Design**	The project team analyzed the belowground option, also called the depressed freeway option. The analysis indicated that depressing the freeway would increase the cost of construction and right-of-way acquisition, displace additional residences, create the need for additional pump stations and detention basins, and still need the installation of noise barriers. Because the belowground option would result in substantially greater costs and residential displacements, this option was eliminated from further study (see Final Environmental Impact Statement pages 3-15 and 3-18).
10	**Noise**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
11	**Alternatives, No-Action (No-Build) Alternative**	

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Loop 202-Laveen -- YES
Date: Monday, May 20, 2013 10:51:49 AM

From: Jasso, Darleen [mailto:darleen.a.jasso@bankofamerica.com]
Sent: Monday, May 20, 2013 10:36 AM
To: Projects
Subject: Loop 202-Laveen -- YES

1 I am writing to let you know I **support** building the final phase of the Loop 202 in Laveen.

I will not be able to attend the feedback event tomorrow.

Darleen Jasso
602-268-0639

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

4356

bypass having to go on I-10 or around 48th Street.

So if I had a vote, it would be for either a tunnel or to extend the 202 all the way out to connect to the 101, bypassing the park.

That's it.

1 GABRIEL JASSO: Definitely need the South Mountain Extension Loop 202 built ASAP. It will help alleviate traffic within the city's freeway system, eliminate bigger trucks on our roadways down on Baseline and 51st Avenue, and bring business to the area, valued business to the South Phoenix/Laveen area, creating jobs and better opportunities for people, and would also mean less travel for us residents in South Phoenix to other parts of the Valley, which would also help improve with traffic in other areas, as well as pollution.

That's it.

(The proceedings concluded at 8:00 p.m.)

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Build the South Mountain Freeway
Date: Friday, May 17, 2013 1:06:01 PM

From: David L. Jaykins Jr. [mailto:dljaykins@foleymasonryandtile.com]
Sent: Friday, May 17, 2013 10:35 AM
To: Projects
Cc: info@buildthe202.com
Subject: Build the South Mountain Freeway

1

Please build this project. We cannot afford not to have this completed.

Thank you,

Dave Jaykins
Project Manager
Office: 602.262.5281
Cell: 602.350.2748

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.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 INCOMING CALL TIME: 7:47 PM CALLER: MARION JEFFERSON CALLER ADDRESS: 2225 W. RIVIERA DRIVE, TEMPE, AZ 85282 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the South Mountain Freeway. I hope that they build it because it gets very congested in my area when people try to get in and out of South Phoenix. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway Public comment- Pro Highway
Date: Wednesday, May 22, 2013 10:51:07 AM

From: Ludmila Jegier [mailto:ljegier@gmail.com]
Sent: Tuesday, May 21, 2013 12:32 PM
To: Projects
Subject: South Mountain Freeway Public comment- Pro Highway

To: projects@azdot.gov

Hello my name is Ludmila Jegier and I reside in Laveen at 5212 W. Shumway Farm Rd.

Traffic Congestion Reduction:

1 I'd like to voice my comment to pursue construction of the Highway by way of extending Pecos through Ahwatukee Foothills and provide a transportation path between the South East Valley and the 10.

I recently moved from Chandler to reside in Laveen and have experienced the 1 hour commutes to Chandler due to back up traffic jams along Baseline Rd and the only alternate path down Riggs through the Gila Indian Reservation.

The community is in desperate need of development and transportation to reduce the traffic congestion experienced due to lack of freeway connections.

Economic Growth/Job Opportunities/Mobility:

Lack of adequate highway development is also holding the community back economically in areas of employment, business, growth and mobility.

Environmental Rebuttals:

I understand the GILA River Indian Community feels otherwise however the study demonstrates minimal environmental impacts with the reservation being preserved.

Residents of Laveen have no intention of negatively impacting our Sacred neighbors, taking land, harming nature's wildlife.

We simply would like a way to get to work which reduces our stress level, commute time, time spent away from our families while trapped in traffic.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

Highway Benefits to Gila River:

By not having the Highway extended thousands of individuals daily take the 51st Ave Riggs/Beltline road to work or their destinations which runs through the Gila River Reservation.

The 2 lane highway promotes high speed passing, tail gating, accidents, casualties along the road by additional traffic that would be reduced if an alternate route existed.

Countless crosses mark the road memorializing those individuals who have fallen victim to the speeding and accidents along the path.

Creating the 202 extension would allow for a more peaceful experience along Riggs rd for the Gila community and a reduction in accidents from those rushing to make it to their destination.

Promoting Community Success:

Roads have been an American success story in mobility, industry, growth!

Why deny the residents of Laveen the opportunities that this highway can bring?

Ludmila Jegier

5212 W. Shumway Farm Rd

Laveen AZ 85339

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Code	Issue	Response

Code	Comment Document
1	Chris Jelleson Document Created: 5/21/2013 2:02:02 PM by Web Comment Form The project will reduce air pollution by reducing the time vehicles spend stuck in traffic.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: No to the 202! **Date:** Monday, May 20, 2013 8:37:34 AM --- -----Original Message----- From: Linda Jenkins [mailto:ljenkins25@aol.com] Sent: Friday, May 17, 2013 8:24 PM To: Projects Subject: No to the 202! Just say! Sent from my iPad _____ Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments. .

Code	Issue	Response
1		Comment noted.

Code	Comment Document

4231

1 MR. JENKINS: Yes, my name is Rueben
2 Jenkins, and I appreciate the opportunity that you're
3 giving me to make my comments. I'm a member of the
4 Gila River Indian Reservation Community. I'm one of
5 the landowners that, you know, is part of that
6 reservation. And I, myself, would like to see the
7 reservation -- the 202 go on the reservation, as a
8 landowner. But the tribal council is working against
9 us. They're not doing what the landowner wants.
10 Every time we go before the council or something,
11 they won't hear us. They won't listen to us.
12 And when they put this to a vote to the
13 tribe, the head opinion there called a no vote,
14 no-build. A lot of people didn't understand that.
15 They thought it was going to, you know, be to build
16 the freeway, but I knew from the start that one way
17 on the other that they were going to build that
18 freeway. And we have voted to put a petition in to
19 have another vote, but the tribe is holding us up to
20 the council. They're holding it back, and I'm afraid
21 that they're not going to let us vote until they make
22 a decision about this 202.
23 So -- and even the reservation under the
24 BIA, and the BIA is not even getting in there to help
25 us, which they're supposed to, the government is

Page 43

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Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document

1

1 supposed to regulate that, and they're not doing
2 anything to stop the council from what they're doing.
3 So I just -- I just wanted to make that comment that
4 I would like to see it go on the reservation. And it
5 would save a lot of the people in Ahwatukee to go
6 through what they have to go through. And it would
7 also save that mountain that they wouldn't have to go
8 through if they built it on the reservation.
9 So that's the comment that I have, and
10 something that I have in my heart, and hope that in
11 one way or the other, that it will go to the
12 reservation. Thank you.
13 THE FACILITATOR: Thank you.
14 Sharon Finell. Finell. Which one is it?
15 MS. FINELL: Perfect.
16 THE FACILITATOR: Okay, thanks.
17 MS. FINELL: Hi, good morning. My name
18 is Sharon Finell. I am a resident of Laveen. And I
19 live just about a mile from where this proposed
20 freeway would be. I am in support of the freeway. I
21 am very excited. I don't have a problem with us
22 having to cut through South Mountain. I love South
23 Mountain as a form of recreation, and I think the
24 pass through South Mountain will provide more
25 recreation opportunities for people, as it will be

Page 44

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Code	Issue	Response
1	**Alternatives, Gila River Indian Community Alignment**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

4418

1 MR. JENKINS: My name is Reuben D. Jenkins,
2 spelled R-e-u-b-e-n, D, and J-e-n-k-i-n-s.
3 I'm a member of the Gila River Indian
4 Reservation Community, so I have an interest in this
5 freeway that's going to be built. I myself would like to
6 see it built on the Indian land because -- one -- one of
7 the big reasons is that I'm one of the landowners that is
8 going to be -- you know, that owns land that's going to be
9 along the freeway there along the 202. But unfortunately,
10 the Tribe is working against us. They're not working for
11 the landowners, the Tribal Consult. The meetings we go to
12 to try to talk to them about it, they won't listen to us.
13 They won't make decisions that will benefit us.
14 But the main thing about this that -- the
15 whole thing that when it started, when the Tribe voted on
16 it for the first time, they had an option there that said
17 no build. And that confused a lot of people. And that no
18 build, for one -- but I myself knew from the start that
19 there was no such thing as no build. I knew from the
20 start that one way or the other, that 202 was going to be
21 built. But this thing went through, so the people voted
22 it down.
23 But since then, the landowners, which you
24 have a corporation out there that's working to -- you
25 know, that things go on a reservation, have put in a

Page 2

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Code	Issue	Response
1	**Alternatives, Gila River Indian Community Alignment**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

1 petition, and they all signed it. And they've got enough,
2 you know, to get it through. And they took it to the
3 council. And then the council, you know, looked at it,
4 and they said, oh, there's things wrong with it. They're
5 holding it up. They say, we've got to investigate, see if
6 the signatures are legal and all that. And they're just
7 holding it up. Every way they can, they're working
8 against us. They're not working with the landowners as
9 they should be as council members.
10 And also, the thing that I'm concerned about
11 is all those reservations are under the BIA, the Bureau of
12 Indian Affairs, and they should be, you know, looking into
13 this, that they're not helping the landowners. The BIA
14 hasn't done nothing. They haven't got into it or anything
15 that -- you know, to see if things are going right, you
16 know. But that's my main concern.
17 But the main concern is that they're trying
18 to hold up the thing that we can be able to vote again.
19 And I know if it goes to a vote, that the landowners will,
20 you know, have it to go on -- on the reservation. But
21 they're fighting against us. I don't know why.
22 When we go to the meetings, the council
23 meetings, they have the police there watching over us,
24 'cause they're afraid that the decisions that they make
25 are going to be against us, and they're afraid that we're

Code	Issue	Response

Code	Comment Document

1 going to revolt or do something like that. But I don't
2 think that's fair, you know. And I would just like to,
3 you know, kind of let the people know, you know, what's
4 going on, because they won't let news medias or reporters
5 go to their meetings or anything, and nobody knows, you
6 know, what's going on out there.
7 So I just thought maybe I could make a
8 little comment that -- you know, let them know how I feel
9 about it. So that's it. That's it. Thank you.
10 MS. RITTER: My name is Haley Ritter,
11 H-a-l-e-y, Ritter, R-i-t-t-e-r, and I live in Phoenix,
12 85015 area, district 4.
13 I'm excited about the upcoming city council
14 elections, because I think a lot of the younger people
15 coming into leadership in this city will realize that we
16 can't keep building freeways.
17 I'm against the 202 because there's a lot of
18 pollution going through the city already. The uranium
19 mines up north in Flagstaff and surrounding communities
20 are very, very harmful for that community up there. And
21 then the toxic chemicals that are being hauled through
22 Phoenix and then through the South -- South Mountain Gila
23 River Community if the 202 is built are going to be
24 horrible to the environment.
25 There have been plenty of environmental

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Code	Issue	Response

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: freeway **Date:** Monday, May 20, 2013 8:46:22 AM -----Original Message----- From: Scott Jensen [mailto:scottwrestling37@gmail.com] Sent: Friday, May 17, 2013 4:35 PM To: Projects Subject: freeway Please build the South Mountain Freeway. Thanks Scott Jensen Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments. .

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Edward Jensen
To: Projects
Subject: Opposition to South Mountain Freeway
Date: Wednesday, July 24, 2013 12:16:29 PM

To whom it may concern:

Please let this email voice, in the strongest possible terms, my absolute opposition to the design and construction of the Loop 202 South Mountain Freeway in Phoenix.

1 Study after study has come to the conclusion that Americans have reached "peak car," which is to say that we are not only purchasing fewer automobiles but we are driving them less.[1] Americans -- and Arizonans -- are demanding for expanded public transportation options in our cities and communities and investing money in a 20th century freeway project instead of 21st century public transportation infrastructure flies in the face of economic sense.

2

ADOT's move to study passenger intercity rail between Phoenix and Tucson is a project that makes much more sense and is indicative of the projects that a statewide department of *transportation* should be focusing on, not just freeways and highways.

I urge the Arizona Department of Transportation to join with countless neighborhood groups and reject building this portion of the Loop 202 South Mountain Freeway.

Sincerely,
Edward Jensen

[1] "Yet More Evidence of Peak Car" by Emily Badger, The Atlantic Cities, 23 July 2013. http://www.theatlanticcities.com/commute/2013/07/yet-more-evidence-peak-car/6299/

Code	Issue	Response
1	**Purpose and Need**	The study used state-of-the-practice, scientific community methods and similarly accepted methods, including the use of a standard input-output economic model and of assumptions based on traffic data and projections. The analysis is not required to project ranges, and the results are reasonably foreseeable based on what data are provided from the U.S. Environmental Protection Agency-approved Maricopa Association of Governments model as well as local plans. Further, methods, assumptions, and data were developed early in the environmental impact statement process and peer reviewed by the Federal Highway Administration, the Arizona Department of Transportation, and other federal, State, and local agencies. Peer reviewers concluded that the methods, assumptions, and data are appropriate. Potential factors that could influence changes in the analysis and study findings are listed on page 4-1 of the Final Environmental Impact Statement.
2	**Alternatives, Nonfreeway Alternatives**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

From: Patricia Talcott
To: ADOT
Cc: Patricia Talcott
Subject: ENVOY # 1313655793/Proposed South Mountain Freeway
Date: Thursday, May 16, 2013 3:30:41 PM
Attachments: image001.png

This email came in through the ADOT ENVOY System.

5/16/2013 3:24:19 PM

1 2 3 4 5

I could not be more opposed to the South Mountain freeway proposal along Pecos Road. To take out Pecos Road and possibly homes, schools, and businesses along Pecos road would do great harm to the community of South Ahwatukee. Home values of some really nice neighborhoods would go down drastically and the air quality in Ahwatukee would get worse. If ADOT is determined to build a freeway south of South Mountain, ADOT needs to take it further south into the Gila River Reservation and not destroy my neighborhood. I am sure the Reservation leadership will demand a high price to build on their land and if ADOT can not afford it, they should abandon the idea of building the Sounth Mountain freeway entirely. Jessup, John - jsjessup1@cox.net

Patricia A. Talcott
Program Project Specialist II
206 S. 17th Avenue, Room 101, MD118A
Phoenix, AZ 85007
602.712.7610
www.azdot.gov

ADOT Communications

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Code	Issue	Response
1	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
2	**Neighborhoods/ Communities**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
3	**Economics and Socioeconomics**	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138–47; "Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor"). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area
4	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Alternatives, Gila River Indian Community Alignment**	

Code	Comment Document

ADOT Loop 202 South Mountain Freeway Study
1655 W. Jackson Street
MD126F
Phoenix, AZ 85007

Dear ADOT ,

I am a member of PARC and feel many issues not addressed or omitted in the recent DEIS. I would like the following issues entered into the public comment section:

Issues in DEIS

1 1. *Ozone levels today are exceeding the standard parts per million set by EPA and the clean air act and not considered to get worse in this study. Postponing EPA enforcement standards must be reconsidered to do a true DEIS . Also explaining that dust storms cause all this is not accurate. Modeling of today's air levels needs to be updated and relooked at accurately.*

2 2. *Study must calculate and consider increased truck traffic from Mexico where trucks do not meet the CARB diesel standards adopted by AZ. Ignoring and assuming they won't take this faster route is seriously flawed part of DEIS study*

3 2 3. *Also the DEIS needs to study the commercial development planned on the highway route. As of 5/21 several plans and public information on development are public including local business owners intended use of land leases on GRIC and truck stops and truck depots already planned. Also swift transportation truck routes and use of this highway have not been studied since there are no laws to restrict truck traffic on this freeway. Must require that camex trucks use highway 8 bypasses only but no enforcement nor acknowledgment in the study reviews the new camex traffic or other illegal truck traffic will now drive on this faster new highway. .*

4. *Direct impact to autism cause by highways built close to kids. Recent evidence already exists in 2013/2012 should be added into the impact and not avoided. DEIS does not have accurate and up-to-date 2013 2012 asthma and autism impacts growing in metro Phoenix nor updates to impacts of highway 51 health issues we see from folks living 1 mile for freeways.*

4 5. *DEIS need to go back and review current health impacts of existing highways air quality an EPA air violations. Then DEIS needs to model the impact of the growth projections on worsening the air and health risks.*

6. *Population growth alone will estimate a severe worsening of health risks and cause air quality to be worse than EPA standards in 43 ave 51 ave zip 85045 85048 GRIC and laveen. Major flaw in such a study since it does not estimate these issues accurately for 2014 -2016 growth in toxic air and worsen health counts and health symptoms that the doctors and hospitals see now up for 2008 20010 etc..*

7. *Must better study for impacts to current and future residents and school kids whose play area and day cares will be less than ¼ of a mile from traffic*

3 8. *Did the study add in the additional traffic due to the building of the premium outlet mall at highway 10 and 202. This substantial increase in polluting traffic needs to be in the study. Not avoided since they exit the highway.*

5 6 9. *Blasting thru south mountain will cause religious and racial discrimination and civil rights violations in SMF DEIS Is it legal to destroy burial rights and petroglyphs and Indian artifacts in the line of demolition. If DEIS does not really go on Indian land and it does not protect their adjacent artifacts is it accurate and inclusive. DEIS should study all the true direct and indirect impacts to the highway after its built.AIRFA passed in 1978 is not being followed nor respected.*

2 10. *Truck traffic from Mexico and high sulfur diesel and benzene levels will be worse than study portrays. The DEIA clearly does not model the additional air pollution for this traffic,*

7 11. *This highway will not improve the air quality for phoenix . DEIS does not model the future impact accurately. Our city will be in violation of Clean air Act. Also will worsen west and south phoenix air.*

8 12. *There is no serious discussion or consideration in the DEIS of the 2005 monitoring of toxic chemicals (present*

Code	Issue	Response
1	**Air Quality**	As noted on page 4-76 of the Final Environmental Impact Statement, since ozone is a regional pollutant, there is no requirement to analyze potential impacts and no possibility of localized violations of ozone to occur at the project level. The Maricopa Association of Governments is responsible for developing plans to reduce emissions of ozone precursors in the Maricopa area. The Preferred Alternative is included in the *Regional Transportation Plan* that has been determined by the U.S. Department of Transportation to conform to the State Implementation Plan on February 12, 2014.
2	**Trucks**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Traffic**	The Federal Highway Administration and the U.S. Environmental Protection Agency approved the air quality conformity determination that includes the Maricopa Association of Governments regional travel demand model that produced the traffic projections used in the traffic analysis for the project (see Draft Environmental Impact Statement page 3-27). Traffic projections are regularly updated by the Maricopa Association of Governments. The traffic projections in the Draft Environmental Impact Statement are from a model adopted in 2011. When the Maricopa Association of Governments adopts new socioeconomic projections and traffic projections, it will be reflected in the study documents. Key model inputs used to forecast travel demand included (see Table 3-7 on Draft Environmental Impact Statement page 3-27): · socioeconomic data based on the adopted general plans of Maricopa Association of Governments members, which includes projected growth in population, housing, and employment (including proposed commercial centers), along with economic forecasts and the existing and planned transportation infrastructure as identified by Maricopa Association of Governments members · the anticipated average number of vehicle trips within the region (including those to and from the region's households) on a daily basis (this number is tracked regularly by the Maricopa Association of Governments) · the distribution of transportation modes used by travelers in the Maricopa Association of Governments region (also tracked regularly by the Maricopa Association of Governments · the capacity of the transportation infrastructure to accommodate regional travel · the future transportation infrastructure established using *Regional Transportation Plan*-planned projects and improvements and from known arterial street network improvements assumed to be made by the County, Cities, and private developers The Maricopa Association of Governments approved new socioeconomic projections in June 2013. The new data are presented in the Final Environmental Impact Statement (see page 1-11). Although slower growth in total vehicle miles traveled was noted, the need for the freeway did not change. The revised traffic analysis validated that the proposed project is needed today.
4	**Health Effects**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Cultural Resources**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix. As discussed on page 4-147 of the Draft Environmental Impact Statement, a programmatic agreement was developed for the project to establish a process for

(Response 5 continues on next page)

Code	Comment Document
	air toxins) . This 2005 study conducted by EPA and ADEQ in joint effort with JATAP showed results reported in 2006 showed emission from traffic were already (in 2006) above the standard of 1 million chance of cancer in a life time of exposure in west an south phoenix and GRIC, This need new data for 2007 2008 2009 2010 2011 2012 2013 since air and traffic are now worse. To not have DEIS study this is unethical and flawed.
8 4	13. *Jatap monitoring already found formaldehyde at 34 times the standards,*
	14. *Benzene at 8 times the standard, butadiene 1 and 3 7.5 times the standard, acetaldehyde at 3.4 times the standard, our residents are being exposed to these entire carcinogens not just one. DEIS must study the combined effects of these current carcinogenic mixed compounds on Health. And then study the new higher levels of all of the above thru 2013, Then model and project the added compound and impacts caused by the study which will make all the toxin levels higher*
	15. *Health risks of JATAP have been studied and need to be updated and cancer risks have been extensively published by the EPA and are well known carcinogens hurting health. The DEIS states it's uncertain of the risk proving the DEIS study is a cover-up and inaccurate denial of the facts.*
9 2	16. *DEIS does not mention hazmat transportation issues a risk of tanked from Mexico. Must redo the study for this*
10	17. *The sharp curve designed in the highway south of 85045 zip code should be reviewed for the addition risk for truck and car crashed since it's a steep banked curve, It is fully known that the pitch slope and angles of this curve will contribute to a truck safety issue and will increase the risks of track accidents and hazardous material spills. This extra detail is all missing from DEIS which is designed to protect and inform the public about impacts. A study of why the flaws in the DEIS need to be independently looked at as well and the influence the trucking industry is having and adot on rushing to poor judgment in this study. Independent review must be done to answer why the above points we omitted or played down and Environmental impacts since prior and current facts differ from the DEIS.*
11 3	18. *Congestion and future traffic counts not molded correctly and congestion on west I 10 on ramps not designed correctly to handle traffic volumes. ADOTS past modeling results have been inaccurate and realistic . We need better and realistic quality data inputs into the study. 2012 and 2013 traffic pattern data not updated in the study. Must relook at peak traffic from April 2013 as look at current air quality EPA violations.*
12	19. *Sulfur and benzene test stations should be set up to get accurate 2013 air quality reading in laveen GRIC and Ahwatukee and Chandler who are directly going to be impacted by this as well.*
13	20. *If you do major cut thru and removal of 3 to 5 ridges of South Mountain I assume the wind tunnel and wind patterns will be dramatically different and in the future will cause the wind , dust and pollution flows to be different. May cause more sulfur diesel and benzene to flow into the air and be trapped in zip codes 85045 85048 and on GRIC. The study does not seriously look at this impact with quality findings. I also am not certain that the studied the air quality and violations of EPA standards 2013 and may have exceeded EPA.*
12	*Detail the EPA sensor air violations thru May 2013 so we all publically know what levels and issues we have before the freeway.*
8 14	21. *Dust particulate impact should be study at today's levels the construction levels and post construction levels since the natural wind tunnel with be changed due to cut thru mountain ridges and opening up air toxin portal.. What levels above EPA standard were exceeded in 2013 at the 43 ave EPA test monitor site.*
	22. *It has been very difficult to breathe the air in 2013 in awhatukee and south leaven due to increase pollution and benzene and certainly worse than 2012 levels and worse thaqn what was identified inthe DEIS.*
12	23. *Updated data and study still needed and more air sampling must be done and study to wind pattern changes due to cutting thru mountains*
15	I would prefer the freeway be aligned w/ Riggs Road and have Pecos extended as a boulavard to the other end.
	Sincerely concerned,
	James Jewell

Code	Issue	Response
5 (cont.)		consultation, review, and compliance with federal and State preservation laws as the effects of the project on historic properties become known. The programmatic agreement states that any data recovery on federal lands necessitated by the project must be permitted under the Archaeological Resources Protection Act in accordance with the federal land-holding agency and that, in the event any data recovery for the project should take place on tribal lands, all applicable permits would be obtained. Because the project is proposed, a programmatic agreement is in place to address data recovery on federal and tribal lands, and no excavations have yet occurred. The proposed freeway is and will continue to be in compliance with the Archaeological Resources Protection Act.
6	**Environmental Justice/Lifestyle**	The Draft Environmental Impact Statement describes a decade-long consultation and coordination effort led by the Arizona Department of Transportation and the Federal Highway Administration with the Gila River Indian Community and other Native American tribes. As a result of the consultation, the cultural importance of the South Mountains is acknowledged in the Draft Environmental Impact Statement in several locations, notably page 5-26. The proposed project would accommodate and preserve (to the fullest extent possible from the available alternatives) access to the South Mountains for religious practices. Section 106 of the National Historic Preservation Act requires a government-to-government relationship between the Federal Government and Indian tribes as described beginning on page 4-140 of the Final Environmental Impact Statement. Section 106 requires federal agencies take into account the effects of their undertakings on historic properties and requires consultation with tribal authorities. Consultation has occurred with Gila River Indian Community government officials, the Tribal Historic Preservation Officer, the Cultural Resource Management Program, other tribes, and the State Historic Preservation Office and has led to concurrence from the Gila River Indian Community Tribal Historic Preservation Office and the State Historic Preservation Office on National Register of Historic Places eligibility recommendations (including traditional cultural properties like the South Mountains), project effects, and proposed mitigation and measures to minimize harm. This consultation has been ongoing and will continue until any commitments in a record of decision are completed. The section entitled *Title VI and Environmental Justice*, beginning on page 4-29 in the Draft Environmental Impact Statement, presents acceptable methods, data, and assumptions to assess the potential for disproportionately high and adverse effects from the proposed action on environmental justice populations and disparate impacts to populations protected under Title VI. Based on the content of the section, no such effects would result from the action alternatives. In light of comments received on the Draft Environmental Impact Statement, the above-referenced conclusions were confirmed in the preparation of the Final Environmental Impact Statement. To provide further clarity, the discussions of environmental justice and Title VI were separated and additional text explaining the relationship of environmental justice and Title VI to various environmental elements was added throughout Chapter 4, *Affected Environment*, *Environmental Consequences, and Mitigation*, as exemplified by the inserted text on page 4-29 of the Final Environmental Impact Statement.
7	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
8	**Air Quality**	Summary information about the findings of the Joint Air Toxics Assessment Project study is provided as background information in the Draft and Final Environmental Impact Statements, but the study itself is not relevant to the type of analysis done pursuant to the Federal Highway Administration's mobile source air toxics guidance, which is an emissions analysis. Monitored ambient concentrations of mobile source air toxics (the focus of the Joint Air Toxics Assessment Project) do not inform this type

(Response 8 continues on next page)

Code	Comment Document

Code	Issue	Response
8 (cont.)		of analysis. While monitoring data can be useful for defining current conditions in the affected environment (to the extent that the monitoring data are current), they don't tell us anything about future conditions, or the impacts of the project itself, which is why an emissions analysis was performed. The mobile source air toxic analysis presented beginning on page 4-77 of the Final Environmental Impact Statement is an estimated inventory of mobile source air toxic emissions for the entire Study Area for 2025 and 2035. This approach was used because the inventory estimate accounts for changes in traffic and emissions on all roadways affected by a proposed project, and would, therefore, be a more reliable predictor of changes in exposure to mobile source air toxics. The Draft and Final Environmental Impact Statements present information and analysis about the proposed action and the enhanced conditions when compared against the No-Action Alternative and would not cause significant adverse effects. The Federal Highway Administration and Arizona Department of Transportation Draft and Final Environmental Impact Statements account for the potential effects when considering both adverse and beneficial impacts. The Draft and Final Environmental Impact Statements provide in-depth discussion of potential air quality impacts of the proposed alternatives. The carbon monoxide analysis presented on page 4-65 of the Draft Environmental Impact Statement and updated on page 4-75 of the Final Environmental Impact Statement represents projected carbon monoxide concentrations along the project corridor, including those proposed interchange locations along the South Mountain Freeway corridor. The Arizona Department of Transportation also conducted a quantitative particulate matter (PM_{10}) hot-spot analysis that is discussed on page 4-76 of the Final Environmental Impact Statement. Both of these analyses demonstrate that the health-based National Ambient Air Quality Standards for carbon monoxide and particulate matter (PM_{10}) would not be exceeded at worst-case locations along the project corridor. The emission modeling developed for the proposed action showed that for the mobile source air toxics study area, there would be little difference in total annual emissions of mobile source air toxics emissions between the Preferred and No-Action Alternatives (less than a 1 percent difference) in 2025 and 2035. With the Preferred Alternative in 2035, modeled mobile source air toxics emissions would decrease by 57 percent to more than 90 percent, depending on the pollutant, despite a 47 percent increase in vehicle miles traveled in the Study Area compared with 2012 conditions (see discussion beginning on page 4-77 of the Final Environmental Impact Statement). The carbon monoxide and particulate matter (PM_{10}) analyses demonstrated that the proposed freeway would not contribute to any new localized violations, increase the frequency or severity of any existing violation, or delay timely attainment of the National Ambient Air Quality Standards or any required interim emissions reductions or other milestones.
9	**Hazardous Materials**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
10	**Design**	All elements of the proposed freeway design are in accordance with the Arizona Department of Transportation's *Roadway Design Guidelines* and the American Association of State Highway and Transportation Officials' *A Policy on Geometric Design of Highways and Streets*. Hazardous materials commodity flow studies and other information are used by emergency response planners (such as the Arizona State Emergency Response Commission statewide and the Maricopa County Local Emergency Planning Commission for Maricopa County) as some of the elements considered when developing emergency response plans. If the plan were amended, it would be made available to the Arizona Department of Transportation.

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
11	**Alternatives, W59 Alternative Versus W101 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
12	**Air Quality**	Data from various Maricopa County Air Quality Department monitoring sites were used in the air quality analyses. Siting, operation, and recording information from monitoring sites are the responsibility of the Maricopa County Air Quality Department. See <maricopa.gov/aq/>. The monitoring information used in the air quality analyses is discussed in greater detail in the air quality technical report prepared for the project, which is available on the project Web site at <azdot.gov/southmountainfreeway>. The results of the analyses are summarized in the Final Environmental Impact Statement. According to Environmental Protection Agency guidance, new monitors are not necessary to analyze air quality impacts.
13	**Air Quality**	Air quality depends on several factors such as the area itself (size and topography), the prevailing weather patterns (meteorology and climate) and the pollutants released into the air. Cuts through the South Mountains would be expected to produce microclimate differences similar to those produced by a series of buildings in a large city that produce localized wind tunnel effects. The mountain cuts, however, would not affect regional air quality.
14	**Air Quality**	Emissions from road dust and additional sources were considered in the quantitative project-level particulate matter (PM_{10}) hot-spot analysis prepared for the proposed project. The results of the analysis are summarized in the prologue to the Final Environmental Impact Statement (page xiii) and are more fully described beginning on page 4-68 of the Final Environmental Impact Statement. The carbon monoxide and particulate matter (PM_{10}) analyses demonstrated that the proposed freeway would not contribute to any new localized violations, increase the frequency or severity of any existing violation, or delay timely attainment of the National Ambient Air Quality Standards or any required interim emissions reductions or other milestones.
15	**Alternatives**	A Riggs Road Alternative was considered. It would replace 51st Avenue south of its connection to Interstate 10 (Papago Freeway) for approximately 21 miles. It would then replace approximately 4 miles of Beltline Road in an easterly direction. At the Riggs Road/State Route 347 intersection, the alternative would replace approximately 3 miles of Riggs Road before connecting to Interstate 10 (Maricopa Freeway) (see Final Environmental Impact Statement page 3-9). While the Riggs Road Alternative would serve regional mobility needs, particularly of those living in the Maricopa area, meeting this travel demand would not address specific planning goals for an integrated regional transportation network. The *Regional Transportation Plan* identifies the proposed South Mountain Freeway as a critical link in the Regional Freeway and Highway System. The Riggs Road Alternative would not complete the Phoenix metropolitan area's loop system as part of State Route 202L, thereby causing substantial out-of-direction travel for motorists. Therefore, the Riggs Road Alternative would not meet the project's purpose and need criteria and was eliminated from further study. In addition, nearly two-thirds of any alternative using Riggs Road would be on Gila River Indian Community land. Tribal sovereignty is based in the inherent authority of Native American tribes to govern themselves. While this notion of sovereignty is manifested in many areas, generally Native American land is held in trust by the United States. Native American communities have the authority to regulate land uses and activities on their lands. States have very limited authority over activities within tribal land (see page 2-1 of the Final Environmental Impact Statement). From a practical standpoint, this means that the Arizona Department of Transportation and Federal Highway Administration do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or condemn tribal land for public benefit through an eminent domain process.

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: South Mountain Loop 202 Freeway **Date:** Tuesday, May 14, 2013 9:48:11 AM **From:** Mr. Dale Jobe [mailto:azdjobe@gmail.com] **Sent:** Monday, May 06, 2013 12:47 PM **To:** Projects **Subject:** South Mountain Loop 202 Freeway Where can I find a detail map of the proposed new freeway? I remember seeing one at a meeting several years ago but can't find a current one. *Dale Jobe* *15445 S. 1st Ave.* *Phoenix, AZ 85045-0401* Cell Phone (480) 460-0057 °° Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1	**Design**	Information related to service traffic interchange locations can be found on page 3-51 of the Final Environmental Impact Statement, specifically Figure 3-28. More detailed aerial maps are available on the Arizona Department of Transportation Web site, <azdot.gov/southmountainfreeway>.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Loop 202 Freeway
Date: Tuesday, May 14, 2013 9:47:34 AM

From: Mr. Dale Jobe [mailto:azdjobe@gmail.com]
Sent: Wednesday, May 08, 2013 5:26 AM
To: Projects
Subject: RE: South Mountain Loop 202 Freeway

1 I've seen this map but am interested in more detail on the route.
2 Like where are interchanges, What properties will be affected.
The rumor around here is that the Desert Foothils "Post office" and Glenhaven will all be torn down.

Dale Jobe
15445 S. 1st Ave.
Phoenix, AZ 85045-0401
Cell Phone (480) 460-0057 ° °

From: Projects [mailto:Projects@azdot.gov]
Sent: Tuesday, May 07, 2013 1:18 PM
To: Mr. Dale Jobe
Subject: RE: South Mountain Loop 202 Freeway

Mr. Jobe,

Here is a link to the South Mountain Freeway Fact Sheet for your review: http://www.azdot.gov/southmountainfreeway/PDF/FactSheet.pdf.

Thank you,

Tony Staffaroni
Senior Community Relations Officer
Arizona Department of Transportation
1655 W Jackson St MD: 126F
Phoenix, AZ 85007
azdot.gov

From: Mr. Dale Jobe [mailto:azdjobe@gmail.com]
Sent: Monday, May 06, 2013 12:47 PM
To: Projects
Subject: South Mountain Loop 202 Freeway

Where can I find a detail map of the proposed new freeway?

I remember seeing one at a meeting several years ago but can't find a current one.

Dale Jobe
15445 S. 1st Ave.
Phoenix, AZ 85045-0401
Cell Phone (480) 460-0057 ° °

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Code	Issue	Response
1	**Design**	Information related to service traffic interchange locations can be found on page 3-51 of the Final Environmental Impact Statement, specifically Figure 3-28. More detailed aerial maps are available on the Arizona Department of Transportation Web site, <azdot.gov/southmountainfreeway>.
2	**Acquisitions and Relocations**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Loop 202 Freeway
Date: Tuesday, May 28, 2013 8:20:44 AM

From: Mr. Dale Jobe [mailto:azdjobe@gmail.com]
Sent: Saturday, May 25, 2013 9:06 AM
To: Projects
Subject: RE: South Mountain Loop 202 Freeway

I'm familiar with that map. It has no detail all all, it's just a line in the Desert.

1 I would like to see a map that's shows boundry lines, lanes, and interchanges.
2 I'm anxious to see the loop 202 completed around south Mountain.
But can't image how you're going to justify all the demolition.

Dale Jobe
15445 S. 1st Ave.
Phoenix, AZ 85045-0401
Cell Phone (480) 460-0057 ° °

From: Projects [mailto:Projects@azdot.gov]
Sent: Tuesday, May 07, 2013 1:18 PM
To: Mr. Dale Jobe
Subject: RE: South Mountain Loop 202 Freeway

Mr. Jobe,

Here is a link to the South Mountain Freeway Fact Sheet for your review: http://www.azdot.gov/southmountainfreeway/PDF/FactSheet.pdf.

Thank you,

Tony Staffaroni
Senior Community Relations Officer
Arizona Department of Transportation
1655 W Jackson St MD: 126F
Phoenix, AZ 85007
azdot.gov

From: Mr. Dale Jobe [mailto:azdjobe@gmail.com]
Sent: Monday, May 06, 2013 12:47 PM
To: Projects
Subject: South Mountain Loop 202 Freeway

Where can I find a detail map of the proposed new freeway?

I remember seeing one at a meeting several years ago but can't find a current one.

Dale Jobe
15445 S. 1st Ave.
Phoenix, AZ 85045-0401
Cell Phone (480) 460-0057 ° °

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Code	Issue	Response
1	**Design**	Information related to service traffic interchange locations can be found on page 3-51 of the Final Environmental Impact Statement, specifically Figure 3-28. More detailed aerial maps are available on the Arizona Department of Transportation Web site, <azdot.gov/southmountainfreeway>.
2	**Purpose and Need**	The analysis used to assess the purpose and need for the proposed freeway followed Federal Highway Administration guidance. The proposed freeway is needed to serve projected growth in population and accompanying transportation demand and to correct existing and projected transportation system deficiencies. See Chapter 1, *Purpose and Need*, in the Final Environmental Impact Statement.

Code	Comment Document

LOOP 202
South Mountain
Freeway Study

Draft Environmental Impact Statement
COMMENT FORM

Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.

ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

It is helpful to ADOT to receive comments on:

- A particular alternative, environmental impact assessment, and/or draft mitigation.
- Any information you feel is incomplete or incorrect.
- How the proposed action would affect you.

Comments must be received or postmarked by July 24, 2013.

1 Totally against Pecos "Truck Route"

L Jochim

Optional

Name _____ Email _____

Address _____

City _____ State _____ Zip _____

Phone _____ Fax _____

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov **or mailed to:** ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150

ADOT U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	**Purpose and Need, Truck Bypass**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: Freeway is a much needed route to alleviate some inner city traffic snag **Date:** Monday, May 20, 2013 8:32:55 AM -----Original Message----- From: John [mailto:john480az@aol.com] Sent: Saturday, May 18, 2013 12:05 AM To: Projects Subject: Freeway is a much needed route to alleviate some inner city traffic snag Sent from my iPhone Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments. .

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: re-route the 202
Date: Monday, May 20, 2013 9:45:04 AM

From: Dana Johnson [mailto:dana@alwunhouse.org]
Sent: Monday, May 20, 2013 9:35 AM
To: Projects
Subject: re-route the 202

To whom it may concern,
WE've built too many freeways which have only contributed to our unsustainable urban sprawl. I oppose construction of the 202 and especially the option that is currently under discussion. You should NOT use the route requiring chopping off our sacred South Mountain. It's my understanding that the current option is to cut a large 200' high cut into the mountain. That should not be done. IF you insist on building this massive river of cars at least re-route it so that you don't have to cut into South Mountain.
Thank you,
Dana Johnson

1 2 3 4

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Code	Issue	Response
1	**Neighborhoods/ Communities**	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.
2	**Alternatives**	The project team examined all reasonable alternatives to avoid the park, but did not identify any feasible and prudent alternatives to avoid impacts on the park. The portion of the park that would be used for the proposed freeway would be 31.3 acres, or approximately 0.2 percent of the park's approximately 16,600 acres (see Final Environmental Impact Statement pages S-39 and 5-31). The Arizona Department of Transportation continues to work closely with park stakeholders to minimize impacts and address various concerns; several measures to minimize harm to Phoenix South Mountain Park/Preserve are under development (see Final Environmental Impact Statement, starting on page 5-23).
3	**Cultural Resources**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
4	**Section 4(f) and Section 6(f)**	

Code	Comment Document
1	**From:** Erik Johnson **To:** Projects **Subject:** Building The 202 **Date:** Sunday, June 02, 2013 11:12:07 PM Yes, I am very supportive of building the 202. It just might help in getting traffic moving! Signed Erik C. Johnson

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 4:16 PM
CALLER: THOMAS W. JOHNSON, JR.	CALLER ADDRESS: 4005 S. 7TH STREET, PHOENIX, AZ 85040
PHONE: 602-441-3046	EMAIL:

CALLER REMARKS/QUESTIONS:

I do support the South Mountain Freeway annex building and would not mind coming to the 10 AM to 8 PM north ballroom public comment time period at all. Please contact me with my particular time to speak, if that's what we do. So, if anyone wants to contact me back, I am very supportive of this and would be glad to speak out for it on that date, the 21st of April, 2013. That's Tom Johnson and I appreciate you calling me even though it was a long thing. Bye.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

4292

Park, because I feel it's an idea that has passed its usefulness.

I don't believe that building this freeway would reduce the congestion.

I do think it would encourage sprawl and encourage the waste of the natural resources that we have remaining.

I think the massive amount of money projected to be spent on this freeway could be better spent elsewhere repairing our aging infrastructure throughout the region, promoting public transit, bikes, other alternatives.

I believe it would be a waste of money.

That's all I need.

***

1 ADAM JOHNSON: I like the 59 Alternative. I feel that brings the community closer to downtown Phoenix.

I think bringing the community together involves bringing the economy up. You connect the cities together, to me it helps the people grow, helps the city connect.

I guess what I am trying to say is putting the 59 in, economically it will help the city

Page 5

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www.drivernix.com

Code	Issue	Response
1		Comment noted.

Code	Comment Document

better because you already have connections.

The 59 gives the Laveen community a way to get to the main freeway so they can go to downtown Phoenix or to the west regardless of where they live in Phoenix. So 59 is more involved for the living community to connect to downtown and the rest of the city.

On top of that, to me it feels like there is no freeway connecting Laveen into any of the city. So I think this might allow us to connect to the city a lot better, to let us bring our ideas to the city, commute back and forth.

I guess that's all I have.

***

PATRICIA WEEKS: Our concerns are once they close off 32nd Street off of Pecos and 32nd Street, the road that goes from Frye off of 32nd Street into the Lakewood subdivision and out through --

LARRY WEEKS: -- will be used to bypass Chandler Boulevard getting to 40th Street to get to the freeway on the 202 and the Briarwood exit.

PATRICIA WEEKS: That's one of the concerns.

LARRY WEEKS: The other concern is there is

Code	Issue	Response

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Comments on DEIS for the SMF
Date: Monday, July 08, 2013 8:48:45 AM
Attachments: image001.png

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov
ADOT Communications

From: Andy Johnson [mailto:andy.johnson427@gmail.com]
Sent: Saturday, July 06, 2013 3:02 PM
To: Projects
Cc: PARCtheSMF@aol.com
Subject: Comments on DEIS for the SMF

To whom it may concern;

I am a snowbird who, with my wife, has spent about six months of the year at our condo at 1024 E. Frye Rd. Unit #1047, Phoenix, AZ 85048 since 2002. Our primary residence is at 9280 Sunderland Way in West Chester, OH, 45069 - just north of Cincinnati about 20 miles. I have been following periodic articles in the AZ Republic and other sources of information on this topic since then. Most recently I read a very informative email issued by PARC. I certainly agree with all of the points they make in their thoughtful analysis.

With regard to my comments on this matter I will focus on one technical topic which doesn't appear to be discussed in great length but which I
strongly believe is a cornerstone issue regarding the ADOT advocacy of the SMF. Specifically, I question the veracity of the modeling studies mentioned extensively by ADOT in support of the SMF. My background as a retired GE engineer includes a B.S. in Metallurgical Engineering from the South Dakota School of Mines & Technology in Rapid City, SD, in 1964, and a M.of Engr. in Materials Engineering from Rensselaer Polytechnic Institute in Troy, NY, in 1974. My 35 years of employment with GE involved Naval Nuclear, Industrial Gas Turbine and Aircraft Gas Turbine industries. I had many assignments in the areas of materials application and advanced material & process development, as a technical engineer, as a functional manager and as a program manager.

Almost all of the projects that I worked on, ranging from several week long quick studies to the last NASA program that I managed at GE Aviation (which lasted eight years and for which my NASA budget averaged close to $1 million/month for a total of $96million) used many types of analytical models. Although modeling was not my technical specialty, I had many PhD's with extensive experience in modeling working for me directly and also
as hired consultants to do very complex analyses. As a manager, I was responsible to assure

Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document

that the basic objectives of our modeling effort made technical sense, that the work was done diligently and the results reported accurately. On large government contracts not doing so risked cancellation of the project at best and potential civil or criminal penalties at worst. So there was always a strong motivation to get it right.

Three fundamental precepts of any modeling task are 1) establish appropriate boundary conditions, 2) test the results of the modeling against the initial boundary conditions to make sure they are consistent with one another, and 3) verify the results of the model with actual physical data.

1 At the current time I am personally unaware of whether or not the modeling results touted in the DEIS for the SMF have met any of these absolutely essential criteria. Therefore I suspect that any arguments made in favor of the proposed truck bypass through Ahwatukee based on
2 modeling would likely be erroneous and fall into the category of GIGO (Garbage In, Garbage Out).

Respectfully,

Andy Johnson
513-290-6258

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Code	Issue	Response
1	**Purpose and Need**	The Federal Highway Administration and the U.S. Environmental Protection Agency approved the air quality conformity determination that includes the Maricopa Association of Governments regional travel demand model that produced the traffic projections used in the traffic analysis for the project (see Final Environmental Impact Statement page 3-27). The model projects demand for multiple modes of travel, including automobile, bus, and light rail. Key model inputs used to forecast travel demand in the Study Area included socioeconomic data (based on land use plans and population and economic forecasts), the anticipated average number of vehicle trips within the region on a daily basis, the distribution of transportation modes used by travelers in the region, the capacity of the transportation infrastructure to accommodate regional travel, and the future transportation infrastructure. The project team used the most recent and reliable data available. The Final Environmental Impact Statement (Chapter 1, *Purpose and Need*, and Chapter 3, *Alternatives*) provides more detail on the data inputs to the modeling effort and discussions of the assumptions used.
2	**Purpose and Need, Truck Bypass**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 INCOMING CALL TIME: 7:12 PM CALLER: JEFF JOHNSON ADDRESS: GILBERT, AZ PHONE: 480-206-3572 EMAIL: **CALLER REMARKS/QUESTIONS:** I support the South Mountain Freeway. Thank you. Bye.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 6/12/13 INCOMING CALL TIME: 4:30 PM CALLER: LORI JOHNSON CALLER ADDRESS: 11122 W. 165TH AVENUE, SURPRISE, AZ 85388 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the South Mountain Freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: NO to Southmountain Freeway
Date: Wednesday, July 24, 2013 4:34:52 PM
Attachments: image001.png
Importance: High

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov
ADOT Communications

From: Elsa Johnson [mailto:asdza_elsa@cox.net]
Sent: Wednesday, July 24, 2013 4:34 PM
To: Projects
Subject: NO to Southmountain Freeway
Importance: High

Please do not waste any more of tax payers money to build this freeway. I totally agree with the Gila River tribal members who do want to see more development happening in their beautiful desert. Another freeway only brings more pollution to this pristine landscape impacting all life. (1)

Phoenix and ADOT need to impose vertical development and stop this unruly urban sprawl. As it is there is not enough water to sustain this rampant growth. Please think and plan 50 years ahead. San Diego put limits on development a while back perhaps the Valley needs to do the same. (2)

NO to Southmountain Freeway. (3)

Thank you.

Elsa Johnson

Code	Issue	Response
1	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Neighborhoods/ Communities**	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.
3	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
	Scottsdale resident *"We do not inherit the Earth from our ancestors, we borrow it from our grandchildren"* - ancient Native American proverb --- Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments. .

Code	Issue	Response

Code	Comment Document

From: Sierra Club on behalf of Mansur Johnson
To: Projects
Subject: Comments in opposition to South Mountain Freeway
Date: Wednesday, July 24, 2013 6:35:21 AM

Jul 24, 2013

Arizona Department of Transportation South Mountain Study Team
1655 W Jackson St, MD 126F
Phoenix, AZ 85007

Dear South Mountain Study Team,

1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.

2 I used to work in the movie business. I remember being on location at South Mountain park. I care about animal corridors and the no build alternative would be best to protect the animals.

Thank you.

Sincerely,

Mr. Mansur Johnson
6056 N Oracle Jaynes Station Rd
Tucson, AZ 85741-3470

Code	Issue	Response
1	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Biology, Plants, and Wildlife**	

Code	Comment Document
1	Document Created: 5/25/2013 6:09:50 PM by Web Comment Form no freeway on gric

Code	Issue	Response
1	**Alternatives, Gila River Indian Community Alignment**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 INCOMING CALL TIME: 5:48 PM CALLER: CALVIN JONES CALLER ADDRESS: 7330 W. DARREL STREET, LAVEEN, AZ 85339 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the Freeway being built. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 7/23/13 INCOMING CALL TIME: 2:54 PM CALLER: WILLIAM JONES CALLER ADDRESS: 8315 NORTH 8TH AVENUE, PHOENIX, ARIZONA 85021 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** Get her done, get her done. We've waited long enough. I'll be in support. Get her done, we've waited long enough. Bye Bye.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

4259

1 project will create 38,000 jobs during the five- to
2 six-year construction period that will result in a
3 $2 billion investment in the Phoenix area economy.
4 The money to build the freeway is in the
5 budget, and again, this has been approved by voters
6 twice, first in 1985 and again in 2004. I approve
7 the 202, and I would like to see it built. Thank you
8 for your time.
9 THE FACILITATOR: Thank you, sir. Garell
10 Jordan. Did I get that name proper?
11 MS. JORDAN: Garell.
12 THE FACILITATOR: Ma'am, you have three
13 minutes. Here's the timer; please begin.
14 MS. JORDAN: My name is Garell Jordan; I am
15 a proud resident of Laveen for the last two years.
16 We moved to Laveen, I live at 64th Avenue and
17 Southern, so very close to the 59th Avenue alignment.
18 We knew when we moved there that there was a freeway
19 planned. And we moved there because we wanted more
20 acreage; we wanted land for our animals; we have six
21 dogs, three horses, and a bunch of chickens. But we
22 also knew that we wanted to live in close proximity
23 to downtown Phoenix, where I work, two blocks from
24 here. And we knew that we wanted some of the
25 amenities of living in the city that, you know,

Page 82

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Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document

1 frankly, if I really wanted to live on a farm, I
2 would have to move a lot further out.
3 So that wasn't the goal. The goal was to
4 live in a mixed-use community, a diverse community.
5 A lot of people have mentioned, you know, Laveen has
6 an average per capita income equivalent to Paradise
7 Valley and Ahwatukee, but they also have a higher
8 than average rate of poverty, so we are a very
9 diverse community; we are socially diverse,
10 economically diverse, and I like that.
11 You know, that's what I moved there for,
12 but I moved there expecting a freeway. And the
13 freeway's been promised for years and years. So we
14 assumed that eventually it would be there. And so I
15 urge you to complete the freeway; however, living
16 in -- on a county island just outside of Phoenix's
17 limits, we are also very concerned about some of the
18 truck traffic that we will see. We live off of
19 Southern Avenue. And there's a lot of industry in
20 the area, so we would ask that in building the
21 freeway, that there be consideration about the
22 (1) concerns of nearby residents related to the burden of
23 increased traffic from commercial vehicles, access of
24 (2) the freeway ramps, and that there be adequate sound
25 barriers and other things.

Page 83

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www.drivernix.com

Code	Issue	Response
1	**Design**	All elements of the proposed freeway design are in accordance with the Arizona Department of Transportation's Roadway Design Guidelines and the American Association of State Highway and Transportation Officials' A Policy on Geometric Design of Highways and Streets.
2	**Noise**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

3

1 I love the idea of running paths and, of
2 course, bike riding trails alongside the freeway. I
3 just don't know if that's in the budget, but frankly
4 I think rubberized pavement should be. So those are
5 my statements and I thank you for your time.
6 THE FACILITATOR: Thank you, ma'am. Raven
7 Barehand.
8 Raven Barehand.
9 As we're waiting for the next speaker, I'd
10 like to remind you again, please refrain from
11 clapping or making comments regarding any speaker's
12 position on any of this, out of respect for their
13 position.
14 If there's anyone in the auditorium that
15 would like to speak, please make sure that you
16 register at the front desk. Your name will appear on
17 the screen; we will call you up in the order that you
18 register.
19 Katran Mingo.
20 Good afternoon. You have three minutes;
21 here's the timer. You may begin.
22 MS. MINGO: Okay. Thank you very much. My
23 name is Katran Mingo; I'm a resident of Laveen.
24 Thank you for hearing us today. It is time to build
25 the South Mountain Freeway. Valley commuters have

Page 84

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www.drivernix.com

Code	Issue	Response
3	**Design**	Recreational or equestrian trails are not included in the proposed project. The study has considered concepts for parallel multiuse paths; however, the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Build the South Mountain Freeway
Date: Monday, May 20, 2013 1:57:03 PM

-----Original Message-----
From: Josh [mailto:JMeans2006@yahoo.com]
Sent: Monday, May 20, 2013 1:56 PM
To: Projects
Cc: info@buildthe202.com
Subject: Build the South Mountain Freeway

Hi,

1 I am writing in support of the 202 expansion through South Mountain. I live at 423 W Bluejay Drive in Chandler 85286. I commonly drive to California and would utilize the expansion to bypass downtown Phoenix en route to California.

Sent from my iPhone

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.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Josh Document Created: 5/21/2013 2:37:03 PM by Web Comment Form This expansion would create a huge economic growth to the surrounding areas. Construction would create hundreds if not thousands of jobs and the end result would be a product that would be useful to a wide array of users.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: Loop 202 South Mountain Freeway **Date:** Wednesday, May 22, 2013 10:53:30 AM -----Original Message----- From: nguyenjoshua@msn.com [mailto:nguyenjoshua@msn.com] Sent: Tuesday, May 21, 2013 5:22 AM To: Projects Subject: Loop 202 South Mountain Freeway I think 59th Ave is the best choice. Josh Sent from my iPhone Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments. .

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: South Mountain freeway **Date:** Wednesday, May 22, 2013 10:56:30 AM **From:** Ted K [mailto:sdsu98@yahoo.com] **Sent:** Monday, May 20, 2013 7:48 PM **To:** Projects **Subject:** South Mountain freeway Please build it. "Carpe Diem!" Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: 202 South Mtn Freeway
Date: Monday, July 08, 2013 8:55:26 AM

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov

-----Original Message-----
From: Tiffany Kadlec [mailto:bobsgirl1414@sbcglobal.net]
Sent: Friday, July 05, 2013 2:50 PM
To: Projects
Subject: 202 South Mtn Freeway

Hello,

1 2 3

I wanted to state that me and my wife are strongly against building a freeway to the west side. It will increase crime and take away the ambience that ahwatukee currently possess. It will be a detriment to the area and the need is not there. We request the money be spent expanding I10 if you need to spend the money, otherwise save the money.

Respectfully,

Robert & Tiffany Kadlec
480-629-8788

Sent from my iPad

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Code	Issue	Response
1	**Neighborhoods/ Communities**	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
2	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
3	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: 202 South Mtn Freeway
Date: Friday, July 05, 2013 3:37:36 PM

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov

-----Original Message-----
From: Tiffany Kadlec [mailto:bobsgirl1414@sbcglobal.net]
Sent: Friday, July 05, 2013 2:50 PM
To: Projects
Subject: 202 South Mtn Freeway

Hello,

1 2 3

I wanted to state that me and my wife are strongly against building a freeway to the west side. It will increase crime and take away the ambience that ahwatukee currently possess. It will be a detriment to the area and the need is not there. We request the money be spent expanding I10 if you need to spend the money, otherwise save the money.

Respectfully,

Robert & Tiffany Kadlec
480-629-8788

Sent from my iPad

_____

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Code	Issue	Response
1	**Neighborhoods/ Communities**	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
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3	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: No Freeway through Ahwatukee
Date: Friday, June 21, 2013 10:23:03 AM

Thank you,
Felicia Beltran
Senior Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-319-7709
azdot.gov
ADOT Communications

From: Lori Kaiping [mailto:lori.kaiping@gmail.com]
Sent: Friday, June 21, 2013 10:03 AM
To: Projects
Subject: No Freeway through Ahwatukee

I just heard with dismay that the push to extend the Loop 202 through Ahwatukee is once again under way. My husband and I have lived here for 13 years and we and our neighbors throughout Phoenix strongly oppose this very ill-conceived project. Urban sprawl has already taken too much of a toll on the city of Phoenix and South Mountain Park is an irreplaceable recreation and wildlife area; it provides a critical balance for the over-development that already occurred. This very unnecessary freeway would be an environmental disaster, bringing pollution and noise to our community, negatively impacting it in every way. The justifications that have been trotted out for building this freeway don't begin to measure up to the facts. Let the people vote on this issue which has such far-reaching consequences. We need to know who exactly will benefit. Whoever it is, it won't be the residents of Ahwatukee and our community at large. Please do not build this freeway.
Sincerely,
Lori Kaiping

1 2 3 4 5 6 7

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Code	Issue	Response
1	**Neighborhoods/ Communities**	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.
2	**Section 4(f) and Section 6(f)**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Biology, Plants, and Wildlife**	
4	**Air Quality**	
5	**Noise**	
6	**Purpose and Need, Lack of Support**	
7	**Public Involvement**	No public vote was held as part of the Draft Environmental Impact Statement review process. Members of the public were encouraged to participate and submit their comments on the Draft Environmental Impact Statement during the 90-day comment period. The proposed Loop 202 South Mountain Freeway has been a critical part of the Maricopa Association of Governments' Regional Freeway and Highway System since it was first included in funding approved by Maricopa County voters in 1985. It was also part of the *Regional Transportation Plan* funding passed by Maricopa County voters in 2004 through Proposition 400.

Code	Comment Document
1, 2, 3, 4, 5, 6, 1, 2	Patrice Kaiser Document Created: 6/25/2013 10:21:46 PM by Web Comment Form I have lived in the Ahwatukee Foothills area since December 1991 when we moved here from NJ when my daughter was barely 3 months old. We lived for many years in the Ahwatukee Custom Estates but moved to the Foothills in 2006. We live in an infill gated street behind the Foothills Golf Club. I take Pecos Road daily. I lookout out see the Reservation land empty for miles and miles. I look at the area as a huge waste! Growing up in NJ one of the great things they created which is a toll road is the Garden State Parkway...NO TRUCKS ALLOWED. The NJ Turnpike, another important highway but interstate is also a toll road but does not disrupt residential areas! I cannot imagine the need for either type of road running through Ahwatukee! We are a relatively small community quite self contained. Having a huge highway running through here would completely change the context of our community! The noise, polllution, necessary demolition of homes, church and who knows what is tragic!!! I implore the planning execs to try to negotiate with the private landowners of the Gila reservation that may be appropriate for a roadway otherwise I beg the Transportation Planners to abandon this proposal as unnessary and extremely detrimental to this community!!!

Code	Issue	Response
1	**Alternatives**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Purpose and Need, Truck Bypass**	
3	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
4	**Noise**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Air Quality**	
6	**Neighborhoods/ Communities**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)

Code	Comment Document
1	Bahjat Kalandos Document Created: 7/1/2013 11:50:39 AM by Web Comment Form We Support the southwest mountain freeway project on 59th Ave. When it is scheduled to start buying the properties?

Code	Issue	Response
1	**Acquisitions and Relocations**	Property acquisition would begin if a build option is selected in the record of decision. The record of decision is expected in 2014.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/20/13 INCOMING CALL TIME: 1:38 PM CALLER: STAR CARLTON KANINE CALLER ADDRESS: 1009 EAST PALMAIR, PHOENIX, ARIZONA 85020 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the construction of the South Mountain freeway. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

LOOP 202
South Mountain
Freeway Study

2013

Draft Environmental Impact Statement
COMMENT FORM

Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.

ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

It is helpful to ADOT to receive comments on:

- A particular alternative, environmental impact assessment, and/or draft mitigation.
- Any information you feel is incomplete or incorrect.
- How the proposed action would affect you.

Comments must be received or postmarked by July 24, 2013. I AND OUR FAMILY ARE IN FAVOR OF THIS PROJECT. OUR BIGGEST CONCERN IS THE IMPACT THE FREEWAY WOULD HAVE ECONOMICALLY AND ENVIRONMENTALLY ON GROUND WATER, AIR POLLUTION AND WILD LIFE. Thank You

1 2 3

Optional

Name MICHAEL KAPEL Email M.KAPEL@COX.NET

Address 8043 S. 54th Dr.

City LAVEEN State AZ Zip 85339

Phone Fax

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov **or mailed to:** ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150

ADOT U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	**Groundwater**	Groundwater impacts are addressed in the *Water Resources* Section of the Final Environmental Impact Statement, beginning on page 4-101. If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner would be compensated by drilling a new well according to State regulations/standards. Mitigation measures would be put in place to reduce impacts on groundwater (See Final Environmental Impact Statement pages 4-106 and 4-107 and the text box on page 4-108.) The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Transportation to effectively mitigate well impacts associated with its projects throughout the region.
2	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Biology, Plants, and Wildlife**	

Code	Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 7:25 PM
CALLER: COMEL KARASHI	ADDRESS: 462 EAST MEAD DRIVE, CHANDLER, AZ
PHONE: 480-206-3572	EMAIL:

1 **CALLER REMARKS/QUESTIONS:**
I would like to support the building of the 202 Freeway. Think we'll like that.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Praveen Kareddy Document Created: 5/21/2013 2:53:24 PM by Web Comment Form Please build the south mountain 202 look as soon as possible, we have been living in this area since 2006 and we have been waiting for this loop so that it would make us to commute easily to my work located in chandler. I take base line and then I-10 to go to work, base line to I-10 itself takes about 30-45min in the peak hours and if there is any construction or something else going on base line then it takes much much longer. we believe this 202 loop is required for Laveen residents so that Laveen growth will be much faster and it is very good for Laveen growth. Thanks

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: south mountain freeway
Date: Monday, July 01, 2013 8:44:40 AM
Attachments: image001.png

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov
ADOT Communications

From: Chris Karpman [mailto:chris.karpman@gmail.com]
Sent: Saturday, June 29, 2013 10:27 PM
To: Projects
Subject: south mountain freeway

To whom it may concern,

It's frustrating to read a lot of the media accounts surrounding the South Mountain Freeway because they are so hyper-focused on the opinions of a small segment of people in Ahwatukee who are against the freeway for selfish reasons.

1 Speaking as a Laveen resident who purchased a home along 67th avenue in between Southern and Baseline in 2008, there is absolutely no question that we need the freeway built.

I think it's ridiculous when people in Ahwatukee say there is no need for the freeway. It's so self-absorbed. Tell that to the thousands of people who spend at least twice as much time driving to I-10 in rush hour as in non rush hour (a 5.5 mile drive that often takes 15 minutes for me). Tell that to the people who work in the Southeast Valley and have to drive 25 minutes down baseline for 12-15 miles just to get to I-10.

I have friends in Ahwatukee. It takes 45 minutes to visit them when it would take less than half that time with a freeway because I have to go entirely around South Mountain. I know people who live in Glendale and Avondale and work in Chandler. Tell it to them.

This doesn't even mention what the lack of a freeway has done to the community in Laveen. We have no hospital within a 15 minute drive, no movie theater with a 15 minute drive, no Target within a 15 minute drive, no Costco. Our dining and retail options are enormously limited. And this doesn't just impact Laveen, but the South Mountain district and Estrella.

There are way more people impacted by not having a freeway than the limited number of people directly impacted who live within a quarter mile of Pecos Road. For 95% of people in Ahwatukee, live won't even change as a result of the freeway. Life will change for 100 percent of people in the area I live.

Laveen is only going to continue to grow and develop, of course, and so will the areas west, Avondale,

Code	Issue	Response
1		Comment noted.

Code	Comment Document

Goodyear, Buckeye. Not only is the South Mountain Freeway long overdue, but the I-10 reliever freeway (State Route 30) will need to be built to handle all of the increased I-10 traffic that is certain to come in the next decade or two.

If anything, I would say that the segment of L-202 from I-10 to at least Southern road should be expedited once all of the right of way is acquired once the freeway has been approved. It's going to make a monumental difference for many thousands of people.

Thank you,

Chris Karpman

--
Chris Karpman
Publisher: ASUDevils.com/Rivals.com
cell: 480.619.2255
chris.karpman@gmail.com
AIM/Google Talk: Chris Karpman

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Code	Issue	Response

Code	Comment Document
1 2	Bruce Kasmer Document Created: 5/27/2013 7:27:19 AM by Web Comment Form I have always thought of this freeway primarily as a bypass used by cross country travellers to get through the Phoenix metro area as quickly as possible with minimal impact on local residents. As such I would think that one of the more western alignments would be more appropriate than the W59 selected with the added benefit of more closely aligning with the 101. In addition I wonder if any other alignments farther west than W101 were ever considered.

Code	Issue	Response
1	**Alternatives, W59 Alternative Versus W101 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Alternatives**	The corridor screening process (beginning on Final Environmental Impact Statement page 3-6) recounts the development and screening process of corridors that were west of State Route 101 Loop. Initial corridors near Avondale Boulevard, at the western edge of the Study Area, are shown in Figure 3-5, on page 3-7. Figure 3-6, on age 3-10, shows the T09 Alternative (located just east of 107th Avenue), which was eliminated at the second stage of corridor development and screening. Table 3-3, on page 3-11, summarizes the reasons it was eliminated from further study.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 INCOMING CALL TIME: 7:24 PM CALLER: SUSAN KASTANIS CALLER ADDRESS: PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I am for the 202 South Mountain Freeway extension. I think that will help the area greatly. If the environmental impact statement say that it would be ok for that stretch of road going around that, that would be important and so if that passes I think that would be great. So, that's all, thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 — INCOMING CALL TIME: 3:55 PM CALLER: DAVID KASTER — CALLER ADDRESS: 2321 E. GONDOLA LANE PHONE: 480-507-2321 — EMAIL: **CALLER REMARKS/QUESTIONS:** I would like to see the South Mountain Freeway go through finally. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1 2 3 4	Katherine Document Created: 7/15/2013 1:10:13 PM by Web Comment Form When watching the simulation video at one of the public meetings, it did not appear that there were many cars on the road. Someone from ADOT at the meeting mentioned that the numbers of cars was calculated based on projected rates. However, was an analysis done using 2010 census numbers and is Arizona continuing to see the rapid growth it once did? Do we really need this highway expansion? We should use this funding to expand the light rail and improve other modes of transportation. Sometimes the no build alternative may be the best one to choose.

Code	Issue	Response
1	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Alternatives, Nonfreeway Alternatives**	
3	**Purpose and Need, Old Plan or Use of Old Data**	
4	**Alternatives, No-Action (No-Build) Alternative**	

Code	Comment Document
1, 2, 3, 4	Kimberly Kato — Document Created: 7/16/2013 1:31:47 AM by Web Comment Form Do not destroy any part of South Mountain. Leave Pecos as a 2 lane road and continue that AROUND the mountain. It is the perfect compromise. The alternate route would be there, just now a highway. Less environmental impact. No homes or businesses lost. Minimal truck traffic.

Code	Issue	Response
1	**Section 4(f) and Section 6(f)**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Alternatives**	The concept of keeping the facility an arterial street is similar to the Arizona Parkway concept evaluated for the proposed project. The reasons that alternative was eliminated from further study are presented on page 3-19 of the Final Environmental Impact Statement. Any alternative alignment that goes around the South Mountains would partially be located on Gila River Indian Community land. Permission to study such alternatives has not been granted by the Gila River Indian Community government (see Figure S-11 on page S-39 of the Final Environmental Impact Statement). Any alternative on Gila River Indian Community land must consider tribal sovereignty. Tribal sovereignty is based in the inherent authority of Native American tribes to govern themselves. While this notion of sovereignty is manifested in many areas, generally Native American land is held in trust by the United States. Native American communities have the authority to regulate land uses and activities on their lands. States have very limited authority over activities within tribal land (see page 2-1 of the Final Environmental Impact Statement). From a practical standpoint, this means that the Arizona Department of Transportation and Federal Highway Administration do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or condemn tribal land for public benefit through an eminent domain process.
3	**Neighborhoods/ Communities**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
4	**Purpose and Need, Truck Bypass**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

INCOMING CALL DATE: 5/17/13	INCOMING CALL TIME: 3:48 PM
CALLER: BETTY KEARNEY	CALLER ADDRESS: 9037 29TH STREET, PHOENIX, AZ 85028
PHONE: 602-992-1738	EMAIL:

CALLER REMARKS/QUESTIONS:

I am for the expansion highway. I think that would be a good highway to put people to work, for good transportation – my daughter lives south east of here and it is very difficult getting to and from. It is crowded all down in that area. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

LOOP 202
South Mountain
Freeway Study

2013

Draft Environmental Impact Statement
COMMENT FORM

Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.

ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

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- A particular alternative, environmental impact assessment, and/or draft mitigation.
- Any information you feel is incomplete or incorrect.
- How the proposed action would affect you.

Comments must be received or postmarked by July 24, 2013.

1 To complete the 202 is a good idea to make the connection with the 101
I approve of the effort to complete the 202

Optional

Name Joan M Keating Email

Address 10 1 N 7th St #209

City Phoenix Az 85034 State Zip

Phone Fax

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov **or mailed to:** ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150

ADOT U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	**Alternatives, W59 Alternative Versus W101 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

LOOP 202
South Mountain
Freeway Study

Draft Environmental Impact Statement
COMMENT FORM

Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.

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When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

It is helpful to ADOT to receive comments on:

- A particular alternative, environmental impact assessment, and/or draft mitigation.
- Any information you feel is incomplete or incorrect.
- How the proposed action would affect you.

Comments must be received or postmarked by July 24, 2013.

We are totally opposed to the extension of the Loop 202 freeway through Ahwatukee.

1 The plans for this freeway might have been a viable option when it was first drafted, however,

2 since then our community has grown and does not accommodate this option any longer.

3 4 5 Our homes, schools, local traffic & air pollution will all be affected. There is no upside to this option any longer.

6 Please add us to the DO NOT COMPLETE THE SOUTH MOUNTAIN FREEWAY AS PROPOSED list.

Optional

Name: Tom & Karen Keefe Email: tkeefe7@cox.net

Address: 14640 S. 20th St.

City: Phoenix, AZ 85048 State: Zip:

Phone: 480-759-1774 Fax:

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov **or mailed to:** ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150

ADOT U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	**Purpose and Need, Old Plan or Use of Old Data**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
3	**Neighborhoods/ Communities**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
4	**Traffic**	In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system. The City study found no adverse effects on the local street system from the freeway (see Appendix 3-1).
5	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
6	**Purpose and Need, Lack of Support**	

Code	Comment Document

4334

If we did that sort of thing, we would be able to cut down the amount of cardiovascular disease that we have, we would reduce Alzheimer's. All these terrible diseases. We would do away with all of that. We could eliminate a lot of these diseases, or decrease them certainly. Guess I can't think of anything else.

MS. KEENAN: Erika Keenan, E-r-i-k-a K-e-e-n-a-n, Laveen, Arizona. I took time off from work today to come down to speak, and I said my three minutes, and I was cut off at my three-minute mark. I understand why rules are in place, but the panel had been sitting there for at least 20 minutes with no one to speak, and I was the only one next in line to speak, so I'm not sure why they couldn't have given me the courtesy of letting me finish what I had to say, especially since we're taking our personal time to come down and say this and there was nobody else around. Thank you.

UNIDENTIFIED SPEAKER: We live on Pecos Road on the street right there, and it's right next to, you know, where the highway would be or -- and on the other side of that would be the Indian reservation where they're struggling to come to a decision. And I've lived there for about nine years,

Page 19

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www.drivernix.com

Code	Issue	Response
1	**Public Involvement**	The public hearing provided members of the community an opportunity to make comments (with a 3-minute limit) in front of a project panel. The time limit was put in place to accommodate the large crowds expected throughout the day. Court reporters were also available to take individual verbal comments; those comments were not subject to the 3-minute limit. Comments could also be submitted on comment cards, through e-mail, a telephone hotline, or the online hearing.

Code	Comment Document

4402

there the heat index is going to go up; it's already hotter out there than any other parts of the Valley.

Also, along with the increased congestion there will be increased air and noise pollution that is not accounted for around those homes, and just building a berm between the two perhaps is not really a fair solution to the people that have lived there so long. So we would be anxious to know if this goes through, what the plans might be to inhibit that noise and how much widening is going to be done. And that's about all I have, and I want to thank you for the time.

THE FACILITATOR: Thank you, sir.

If anyone else is in the auditorium and you'd like to speak, register at the front desk, your name will be up on the screen, and we'll call you in order. Thank you.

Erica Keenan.

Ms. Keenan, hi. You have three minutes, the timer is here in front of you. Please begin.

MS. KEENAN: All right. My name is Erica Keenan, I'm a resident of Laveen, Arizona, and I appreciate you letting us speak today. Over the past ten years the population of Laveen and Southwest Phoenix has doubled and the environmental impact projects that the number to be more than doubled in the next 25 years.

Code	Issue	Response

(Comment codes begin on later page)

Code	Comment Document

1 Only the Loop 202 connector can ease the traffic
2 nightmare that is currently the I-10, which is clogged
3 with rush-hour traffic, heavy trucking, and shipping
4 traffic.
5 As a matter of fact, the traffic is so bad that
6 on many days you can find heavy trucking and shipping
7 traffic coming over 51st Avenue to Riggs Road through the
8 GRIC and Laveen through the surface streets. These
9 surface streets were not made for such traffic. Baseline
10 Road and Dobbins Road are already clogged and the
11 pavement is collapsing due to overuse and heavy trucking
12 traffic. When the population doubles and traffic
13 doubles, which is what is projected, what are we going to
14 do without an alternative like the 202? Opponents don't
15 want to see things change, and yet a new
16 multi-thousand-square-foot expansion of the Vee Quiva
17 Casino, complete with 1,000 spaces for parking, is
18 underway. What are we going to do about the added
19 traffic that will be added to the one and only road to
20 and from the casino, which is 51st Avenue?
21 Unemployment is still a huge problem in Laveen
22 and the South Phoenix area. Construction jobs are nice,
23 and building the road will bring many needed area labor
24 jobs, but the highway can also bring in commercial and
25 professional jobs to our area.

Page 67

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Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document

1 I'm 100 percent behind building the Loop 202 connector, but I also realize we must not simply slap in a new highway. We must also make sure the new Loop 202 build is a model to be followed by other highway building projects. This includes making sure there are bike and pedestrian paths along the side of the highway so citizens have a choice on what means they want to commute. Some examples of these freeways and parkways are the Schuylkill Expressway in Philadelphia and the Rock Creek Parkway and W&OD Trails in Falls Church, Virginia.

2 A nice-looking sound barrier is also needed. We are located at the base of South Mountain Park, the largest municipal park in the country and recently touted by National Geographic magazine as the top five hiking destinations in the country. Laveen is also home to Aguila Golf Course, a top-rated Golf Digest municipal course and PGA qualifying course. As such, building the 202 we hope will add access for tourists, and we want it to look nice.

THE FACILITATOR: Excuse me. You've exceeded your three minutes.

MS. KEENAN: I conclude with a plea, don't continue to think of this area as the barrio or the ghetto of Phoenix. This area earns a higher national

Page 68

Driver and Nix Court Reporters - (602) 266-6525
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Code	Issue	Response
1	**Design**	Recreational or equestrian trails are not included in the proposed project. The study has considered concepts for parallel multiuse paths; however, the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.
2	**Visual Resources**	The Arizona Department of Transportation Roadside Development Section is responsible for assigning a wide range of standard treatment applications and wall materials, including color, to noise barriers and other structures. Typically the community where the wall will be constructed would work closely with its City Architect or planning department to decide on a theme for the wall. Usually, this can be accomplished by using the Arizona Department of Transportation's standard applications. As an example, for State Route 101 Loop (Pima Freeway) in Scottsdale, the City of Scottsdale chose to add public art to the noise barriers. The City's intent went above and beyond the Arizona Department of Transportation's guidelines of reasonable aesthetic treatment and, therefore, the Arizona Department of Transportation did not fund the aesthetic portion of the project. The Arizona Department of Transportation and the City of Scottsdale entered into an intergovernmental agreement for the purposes of allowing Scottsdale rights to design and construct artistic embellishment on the Arizona Department of Transportation-supplied noise barrier. The Arizona Department of Transportation provided the funds for construction of the noise barriers themselves, but the City of Scottsdale provided the funds to cover the aesthetic portion of the walls. Final Environmental Impact Statement page 4-171 explains the process municipalities might take to achieve the desired aesthetic treatment for noise barriers or other structures.

Code	Comment Document

1 average household income than the City of Phoenix --
2 THE FACILITATOR: Excuse me.
3 MS. KEENAN: -- Paradise Valley, and the greater
4 national average. Thank you.
5 There aren't that many people here to speak; I
6 don't know why you can't let people speak a couple more
7 seconds.
8 THE FACILITATOR: Paula Fleck.
9 Before you begin, ma'am, keep in mind the
10 three-minute time limit.
11 Also, please be respectful of all the speakers.
12 Your comments need to be kept to yourself so we can honor
13 the comments and opinions of each speaker, regardless of
14 your side of the issue.
15 Yes, ma'am, go ahead.
16 MS. FLECK: Okay. I think it is time to build
17 the South Mountain freeway. Valley commuters have waited
18 in traffic jams long enough. The freeway will cut
19 congestion across the metro area, reduce the air
20 pollution, and save drivers time and money; 64.3 percent
21 of likely voters in Maricopa County support construction
22 of the freeway, according to the results of a new poll
23 commissioned by We Build Arizona. Just 19.6 percent said
24 they were opposed or likely to oppose the project.
25 In a separate survey also commissioned by We

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Code	Issue	Response

Code	Comment Document
1	Lindsay Keever Document Created: 5/21/2013 2:37:54 PM by Web Comment Form The Loop 202 would be welcomed to the area to decrease traffic flow for the residents in this community. It would create many more jobs for the community and in this day, we cannot deny anymore jobs. The Loop 202 would also increase equity for nearby homeowners. I see nothing but positive outcomes by expanding the South Mountain Freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: Build the South Mountain Freeway **Date:** Tuesday, May 14, 2013 9:39:44 AM **From:** Tim Kehoe [mailto:swishsweetz@gmail.com] **Sent:** Friday, May 10, 2013 9:27 PM **To:** Projects **Cc:** info@buildthe202.com **Subject:** Build the South Mountain Freeway Im in support of building the 202 100%! I believe not only will the extension help reduce traffic on other major freeways but will reduce accidents as well. Thank you for listening. Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Larry Keifenheim Document Created: 5/21/2013 3:06:42 PM by Web Comment Form I strongly favor the building of the South Mountain Freeway. It would improve traffic flow at the I-10 tunnel in downtown. Afternoon traffic flow traveling west is stop and go coming out of the tunnel and reversed during the morning rush hours. There are many accidents etc. around the tunnel which also slows travel. Presently there is no other west freeway travel out of downtown Phoenix. The west valley is expected to add many more businesses and residents in the coming years and will need traffic improvements to handle the growth. The Laveen, Estrella and South Mountain villages of Phoenix are greatly underserved regarding medical care, higher education, commerical, retail and job creation opportunities. The freeway will make it more attractive for developers to invest in this area of the metro. More investment means more tax dollars for the entire region. The South Mountain Freeway provides a chance for the southwest section of the metro to prosper as other sections of the metro have done with the addition or improvements of freeways 10, 17, 101, east 202, 51 and the widening of 60 in the east valley. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Just observing-South Mountain
Date: Thursday, May 30, 2013 11:46:19 AM

From: Herb [mailto:kello1@cox.net]
Sent: Thursday, May 30, 2013 11:26 AM
To: Projects
Subject: Just observing

1 Build 'er boys !! In my 74 years of residency in Arizona, I have seen every type of destruction of land and monuments destroyed in the interest of progress. Metro Phoenix is now running a train system, might as well get some of that I-10 traffic diverted around and tear up some more land. But for cryin' out loud, don't be drilling for oil on federal lands, more oil, more freeways. The 202 connection between I-10 is also essential to the economy of the casinos on the reservation. Afterall, the federal money for medical assistance to the tribe is not enough....with all the money from casinos, they (American Indian Tribes) could have the best contingent of medical facilities and hospitals across the country, more than the V A or the the missions along the trail in California. As far as casinos, let 'em build the one in Glendale, who cares? The 202 loop would give faster access to University of Phoenix and Jobing stadiums. They need the money too. While I'm at it, isn't ironic that spur off San Tan Freeway to Ellsworth road is about to finish? That will give cause to a new terminal on the east side of what was once affectionally known as "Willie Patch" or Williams Field giving way to defense cuts and now Gateway Airport. Yay for Queen Creek, once a great lettuce and potato and agricultural community, now, just another big box on the route. I wonder how much longer Luke AFB will survive cuts? I won't be around to see it but then the continuation to Florence Junction from Ellsworth. In the 50s hunted Willow Springs ranch north of Tucson and East of Oracle Junction. Last time I was in Tucson, drove north on the old "miracle mile" and passed right by Oracle with realizing it. Yep, build 'em boys, make room for some more silicone plants, cookie cutter housing developments and casinos. The biggest challenge is that the cage is the same size but the mice keep multiplying.

Respectfully
Herb Kelley

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	Chandler Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments. .

Code	Issue	Response

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Comments in opposition to South Mountain Freeway
Date: Wednesday, May 29, 2013 8:23:29 AM

-----Original Message-----
From: Sierra Club [mailto:information@sierraclub.org] On Behalf Of Lisa Kelly
Sent: Tuesday, May 28, 2013 6:17 PM
To: Projects
Subject: Comments in opposition to South Mountain Freeway

May 28, 2013

Arizona Department of Transportation South Mountain Study Team
1655 W Jackson St, MD 126F
Phoenix, AZ 85007

Dear South Mountain Study Team,

1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.

2 3 South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.

4 5 The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.

6 The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.

1 Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.

Sincerely,

Lisa Kelly
8342 E Weldon Ave
Scottsdale, AZ 85251-5934

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Code	Issue	Response
1	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Air Quality**	
3	**Health Effects**	
4	**Section 4(f) and Section 6(f)**	
5	**Biology, Plants, and Wildlife**	
6	**Neighborhoods/ Communities**	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.

Code	Comment Document

LOOP 202
South Mountain
Freeway Study

2013

Draft Environmental Impact Statement
COMMENT FORM

Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.

ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

It is helpful to ADOT to receive comments on:

- A particular alternative, environmental impact assessment, and/or draft mitigation.
- Any information you feel is incomplete or incorrect.
- How the proposed action would affect you.

Comments must be received or postmarked by July 24, 2013. Our family is very much against the building of this freeway. After looking at the maps and the movie the freeway is not what our community needs. The waste from tearing out homes and churches is horrendous! (1) We live in a wonderful community and I would appreciate it if the State would encourage community growth and unity but (2) not dumping into it and destroying it. It is truly amazing how people (ADOT) make decisions that (3) have a severe impact on our community when they don't have to live here. Please do not push into this and please wait for the tribe to come around with an alternative route. (4) I don't think ADOT have a clue as to how severe this will be.

Optional

Name Margot Kelly Email MKKelly70@aol.com

Address 1235 E. Squawbush Pl

City Phoenix State AZ Zip 85048

Phone Fax

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov **or mailed to:** ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-156

ADOT U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Neighborhoods/ Communities**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
3	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
4	**Alternatives, Gila River Indian Community Alignment**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 INCOMING CALL TIME: 12:39 PM CALLER: STACY KELLY CALLER ADDRESS: 721 WEST CAREY AVENUE, GILBERT, AZ 85233 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the new South Mountain Freeway. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/16/13 INCOMING CALL TIME: 4:43 PM CALLER: PAUL KEMP CALLER ADDRESS: 6970 S. WINDSTREAM PLACE, CHANDLER, AZ 85249 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I am in total support of the expansion of the freeway. I think it is very much needed and everything that we can do to continue making our life here so wonderful in the Valley we need to do so. So please mark me as a yes for the freeway expansion. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1 2 3 4 5 6	Monika Kennedy Document Created: 7/19/2013 10:08:18 AM by Web Comment Form I am a resident of Ahwatukee Foothills and I do NOT want the Loop 202 going in on Pecos Road. I cannot imagine the noise, pollution and traffic nightmares that this will bring to have trucks passing through at all hours. My family has lived and worked here for over 20 years and this will greatly reduce the reasons why this is a desirable area to live. Do not ruin my community!

Code	Issue	Response
1	**Alternatives, E1 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Noise**	
3	**Air Quality**	
4	**Purpose and Need, Truck Bypass**	
5	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
6	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Build the South Mountain Freeway
Date: Tuesday, May 14, 2013 9:37:50 AM

-----Original Message-----
From: Tom KERTIS [mailto:tommk5@aol.com]
Sent: Sunday, May 12, 2013 9:27 AM
To: Projects
Cc: info@buildthe202.com
Subject: Build the South Mountain Freeway

1 We need the 202 loop now. Please move forward. I live in Chandler and drive to the west side every day through the Broadway curve.

Tom Kertis

Sent from my iPhone

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Rehana Khan
To: Projects
Subject: South Mountain Freeway EIS Comments
Date: Wednesday, July 24, 2013 9:26:34 PM

1 2

The EIS did not address in detail the option of 'no build'. No build, if not better, can be an equally viable option as 'build' if comprehensive study of 'no build' option is performed. The study did not take into account in detail the demand management strategies and neither was integrated approach for demand management through multi-modalism, active system management and capacity improvements at exisiting bottlenecks demostrated in the EIS for No build option. ADOT should look into the 'No Build' option comprehensively before proposing and implementing any of 'build' options which are all detrimental to society and environment.

Code	Issue	Response
1	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Alternatives, Nonfreeway Alternatives**	

Code	Comment Document

From: Rehana Khan
To: Projects
Subject: Re: South Mountain Freeway EIS Comments
Date: Wednesday, July 24, 2013 11:06:18 PM

1
2

Also EIS should carefully account for upcoming technologies such as connected vehicle and autonomous vehicles which will revolutionize transportation industry and provide dynamic traffic and demand management capabilties reducing the need to build new infrastructure including South Mountain Freeway.

From: Rehana Khan <aligsrus@yahoo.com>
To: "projects@azdot.gov" <projects@azdot.gov>
Sent: Wednesday, July 24, 2013 9:26 PM
Subject: South Mountain Freeway EIS Comments

The EIS did not address in detail the option of 'no build'. No build, if not better, can be an equally viable option as 'build' if comprehensive study of 'no build' option is performed. The study did not take into account in detail the demand management strategies and neither was integrated approach for demand management through multi-modalism, active system management and capacity improvements at exisiting bottlenecks demostrated in the EIS for No build option. ADOT should look into the 'No Build' option comprehensively before proposing and implementing any of 'build' options which are all detrimental to society and environment.

Code	Issue	Response
1	**Alternatives, Nonfreeway Alternatives**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Alternatives, No-Action (No-Build) Alternative**	

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: South Mountain Freeway **Date:** Tuesday, April 30, 2013 8:53:06 AM **From:** Dave Kibby [mailto:dkibby7@gmail.com] **Sent:** Friday, April 26, 2013 4:21 PM **To:** Projects **Subject:** South Mountain Freeway I am new to Phoenix and live in Ahawatukee. I say yes yes yes yes to the freeway. Please proceed without delay. David and Anjanette Kibby 14212 S 12th Place Phoenix, AZ 85048 Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments. .

Code	Issue	Response
1		Comment noted.

Code	Comment Document

4287

1 Thank you.
2
3 * * *
4
5 MS. KIMMICK: Debbie, Kimmick, K-i-m-m-i-c-k.
6 I live on 59th Avenue and Broadway, and I'm
7 concerned about the alternate route or the proposed route.
8 It's going to knock off my access heading north because
9 that's turning into an access road, and I'm concerned that
10 it's cutting my neighborhood in half.
11 So my concerns with it being there would be the
12 noise, the air pollution, the extra congestion. I feel
13 that it would be better if they went and connected it to
14 the 101 instead of the 59th route.
15 I'm going to keep it that simple.
16
17 * * *
18
19 MR. KIMMICK: My name is Galen, G-a-l-e-n,
20 Kimmick, K-i-m-m-i-c-k, and I live at 59th Avenue and
21 Wood.
22 I have several concerns about this project and
23 the noise it's going to create, the air pollution that I
24 believe it's going to create in my neighborhood that I
25 don't have now. I believe there's a better alternative by

Page 9

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Code	Issue	Response
1	**Traffic**	The W59 Alternative would affect the existing local street network. Approaches for reconfiguring the local street network include removing streets, constructing new streets, constructing the proposed freeway over existing streets, or dead-ending existing streets. Final design of local streets would be coordinated with emergency service providers, local jurisdictions, and other appropriate agencies and would continue through final design stages. See Final Environmental Impact Statement Figure 3-32, on page 3-56. The neighborhood north of Broadway Road near the proposed freeway would continue to have access to adjacent streets such as 59th Avenue and Broadway Road. The access roads adjacent to the freeway would provide a north-south connection between Broadway and Lower Buckeye roads. They would not provide access to the adjacent neighborhoods.
2	**Social Conditions**	Prospective home buyers of neighborhoods built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
3	**Noise**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
4	**Air Quality**	
5	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
6	**Alternatives, W59 Alternative Versus W101 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

4288

Thank you.

* * *

MS. KIMMICK: Debbie, Kimmick, K-i-m-m-i-c-k.

I live on 59th Avenue and Broadway, and I'm concerned about the alternate route or the proposed route. It's going to knock off my access heading north because that's turning into an access road, and I'm concerned that it's cutting my neighborhood in half.

So my concerns with it being there would be the noise, the air pollution, the extra congestion. I feel that it would be better if they went and connected it to the 101 instead of the 59th route.

I'm going to keep it that simple.

* * *

MR. KIMMICK: My name is Galen, G-a-l-e-n, Kimmick, K-i-m-m-i-c-k, and I live at 59th Avenue and Wood.

I have several concerns about this project and the noise it's going to create, the air pollution that I believe it's going to create in my neighborhood that I don't have now. I believe there's a better alternative by

1 2

Page 9

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Code	Issue	Response
1	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	Air Quality	

Code	Comment Document

3

4

5

6

1 moving it out to the 101 and making it a true bypass. I
2 think that would be a much better alternative.
3 During the construction phase, it's going to
4 limit our ability to go see our daughter because of where
5 she lives on 59th Avenue, and we're going to be
6 essentially cut off from her. And once it's completed,
7 it's going to take longer to get into Phoenix and the main
8 areas we go to. So I don't see any benefit to me at all.
9 Even if I was to use the freeway, I can't get on
10 it readily. I will have to drive a mile and a half to be
11 able to access the freeway because of where the on-ramps
12 and off-ramps are located. So I would encourage them to
13 seek other alternatives than the 59th Avenue idea.
14 Thank you -- oh, can I add something?
15 Furthermore, I'm concerned with the location of
16 my house to where the proposed freeway is, that in the
17 final draft of where the freeway is going to go, I am
18 going to be severely more impacted, you know, more than I
19 am right now because I can become one of the ones
20 displaced. Since the map has -- they say it's a pretty
21 good guide but not the final guide, and if it changes by
22 one degree, I'm out of a house.
23 Thank you.
24 (Proceedings concluded at 8:00 p.m.)
25

Page 10

Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com

Code	Issue	Response
3	**Alternatives, W59 Alternative Versus W101 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
4	**Traffic**	Access would be maintained during construction, and construction activities that might substantially disrupt traffic would not be performed during peak travel periods (for more information on temporary construction impacts beginning on page 4-173 of the Final Environmental Impact Statement). Travel times within and around the Study Area are projected to decrease with the implementation of the proposed freeway (see page 3-34 of the Final Environmental Impact Statement).
5	**Traffic**	From 59th Avenue and Wood Street, there would be on- and off-ramps to and from the south at Broadway Road (less than 1/4-mile away) and on- and off-ramps to and from the north at Lower Buckeye Road (around 1 mile away).
6	**Acquisitions and Relocations**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 INCOMING CALL TIME: 5:02 PM CALLER: CLARENCE KING CALLER ADDRESS: 6211 S. FOUR PEAKS PLACE, CHANDLER, AZ 85249 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the freeway. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway
Date: Monday, July 08, 2013 8:49:38 AM

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov

-----Original Message-----
From: Anne King [mailto:meetingyz@cox.net]
Sent: Sunday, July 07, 2013 2:50 PM
To: Projects
Subject: South Mountain Freeway

1 Every time this discussion comes up, it seems to be addressed as a foregone conclusion that the freeway will be built where Pecos Road now runs. What seems to be missing from the conversations is the quality of life and what drew people to that area of the Valley in the first place.

2 3 Why are you so many willing to destroy up 326 additional homes and build a freeway so close to those that remain? Why is progress the answer that is given as to why this freeway is needed? Then stop building in that area. There's no reason to cover every inch of the desert with a house or commercial property just because we can.

4 Have any of you ridden a bicycle down Pecos Road? Have you seen the 'other traffic' that occupies that road on any given morning, especially weekends? This is the quality of life I am talking about. This is one of the best bike routes and one of just a few bicycle routes that remains that provides any type of safe, uninterrupted distance for riding. There are also runners, those on roller-blades, countless cycling groups. Did you know that people from the Wounded Warrior Project often use Pecos Road to help its new riders become accustomed to using a horizontal bicycle because of the wide shoulder lanes, long stretches of road and low traffic volume on weekend mornings?

5 The mountains are beautiful; there's sometimes wildlife; you can see an entire sunrise or sunset and it's even quiet at times. While I'm at it, would you please add a port-o-john at the 40th Street and Pecos Park 'N Ride?

Anne King
Business Owner and Triathlete
meetingyz@cox.net
602-920-9136

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Code	Issue	Response
1	**Alternatives, E1 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
3	**Neighborhoods/ Communities**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
4	**Traffic**	The study has considered concepts for parallel multiuse paths; however, the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.
5	**Park-and-Ride Lot**	The park-and-ride lot is operated and maintained by the City of Phoenix. The request is outside the scope of this project.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 6/12/13 INCOMING CALL TIME: 4:30 PM CALLER: JOSEPH KING CALLER ADDRESS: 15855 E. PALAMINO BOULEVARD, FOUNTAIN HILLS, AZ PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the building of the South Mountain Freeway. Thank you. Bye bye.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

1 2 3 4 5 6 7 8 9 10

From: Maura Kirby
To: Projects
Subject: URGENT - South Mountain Freeway Comments
Date: Wednesday, July 24, 2013 4:35:25 PM
Importance: High

Dear All,

I am writing to, once again, express my opposition to and concern over the proposed South Mountain Freeway. My family and I have been residents of Ahwatukee for over 13 years, living in the Mountain Park Ranch Community. After investigating the information available these are my opinions:

- It is irrefutable that neighborhoods, including my own, schools, churches, and many businesses will be negatively impacted by air pollution, light pollution, noise pollution by both the construction and the existence of the proposed South Mountain 202 Freeway.
- A significant portion of South Mountain, sacred land, will be destroyed.
- CANAMEX Truck Bypass will introduce new, potent pollution to the valley.
- This freeway is a waste of significant taxpayer dollars that could be better spent elsewhere.
- Ahwatukee is filled with individuals and families that care deeply about their community. It's more than a community – it's a huge family. I have never lived in a place like it and would never want to leave. However, the proposed freeway, will now force my family to be uprooted.

My family and I are requesting a 'no build' or 'no action' alternative to the current plans.

Thank you for your time and consideration.

Regards,

Maura Kirby

CFO
16515 S. 40th Street, Suite 125
Phoenix, AZ 85048 USA
Tel: (480) 659-9120
Fax: (480) 659-9193
www.bmaresearch.com

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Code	Issue	Response
1	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Visual Resources**	Light from the freeway would be produced from vehicle headlights and taillights and from fixed light poles at interchanges along the freeway. Nighttime users of the park and residents of Ahwatukee Foothills Village may see lines of seemingly crawling vehicles, each with lights front and back. Fixed freeway lighting would be provided for safety reasons only at interchange exit and entrance points. Freeway lighting at these locations would be designed to reduce illumination spillover onto sensitive light receptors such as residential areas (see page 3-58 of the Final Environmental Impact Statement).
3	**Noise**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
4	**Section 4(f) and Section 6(f)**	
5	**Cultural Resources**	
6	**Trucks**	
7	**Purpose and Need, Truck Bypass**	
8	**Purpose and Need, Lack of Support**	
9	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
10	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
1	Michael Kirk Document Created: 5/21/2013 11:22:09 PM by Web Comment Form I'm happy the environmental study is complete and support the recommended 59th ave route. We need this freeway! Our Laveen roads are filled with semi trucks and are in poor shape. This freeway would save drivers countless hours in traffic.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway alignment
Date: Monday, July 15, 2013 8:05:12 AM
Attachments: image001.png

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov
ADOT Communications

From: jklein4161@aol.com [mailto:jklein4161@aol.com]
Sent: Sunday, July 14, 2013 2:57 PM
To: Projects
Subject: South Mountain Freeway alignment

1
2 3 4
5 6

As a member of PARC, I am a resident of Ahwatukee for 20 yrs, and live 5 houses north of Pecos Road. I am writing to express my opposition of the DEIS/SMF. Kyrene de los Lagos and the Mountain Park Church are mainstays of our community and will cease to exist. Not to mention the noise of construction and the diesel fumes clouding our skies. The sereneness of South Mountain will be destroyed. The DIES that you presented on April 26, 2013 is flawed because it doesn't take into account the pollutants that Mexican trucks will provide for our skies. Being from Mexico, these trucks do not have to abide by USA emissions standards. These trucks will be able to carry HAZMAT items, and the risk of spilling them and polluting our playgrounds, where our children play, is digusting. Please do not build the SMF.

Jeff Klein

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Code	Issue	Response
1	**Neighborhoods/ Communities**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.) The proposed freeway would not result in the displacement of any schools along Pecos Road.
2	**Noise**	It is difficult to estimate construction-related noise levels because they depend on numerous factors, such as construction phasing, staging of equipment and materials, and work schedules. As reported on page 4-98 of the Final Environmental Impact Statement, construction noise levels during certain phases could be as high as 85 A-weighted decibels for short periods. As equipment would move on to other areas, noise levels would be lower. Where feasible, noise barriers would be constructed as early as possible during construction to shield adjacent properties from construction-related noise.
3	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
4	**Section 4(f) and Section 6(f)**	
5	**Trucks**	
6	**Hazardous Materials**	

Code	Comment Document
1	**From:** jkleppe@cox.net **To:** Projects **Subject:** Loop 202 South Mountain Freeway **Date:** Sunday, May 26, 2013 1:53:03 PM I am in favor of the W59 alternative. I believe this freeway is needed desperately for Phoenix and the surrounding towns. I work in west Phoenix and commute to East Valley. The commute times in the late afternoon are way too long and the existing freeway too crowded and dangerous. This freeway would also better connect west Phoenix with Tucson and the Wild Horse pass area. Jim Kleppe Gilbert, AZ

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: chriscr6
To: Projects
Subject: South Mountain Freeway proposal
Date: Tuesday, June 18, 2013 11:52:23 PM

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1 2 3

I attended one of the community forums on the freeway today (in Ahwatukee) and did see the displays discussing reduced traffic congestion and reduced time for people in Ahwatukee to get downtown.
I did write down several concerns we have, as residents of Ahwatukee have, regarding the negative impact this freeway would have for this area. The negative impact included increased air pollution and noise pollution. Air pollution will be an obvious result. Rubberized asphalt and walls around the freeway were suggested as a way to reduce the noise pollution, however, as most homes in this area are elevated above the level of the freeway, the walls would do little to prevent noises from reaching those homes.

4 5 6

I also listed concerns asking who would benefit from placement of the freeway in this area and aside from the chance someone in the East Valley works on the west side of the valley or vice versa, only trucks passing through from East to West appear to be beneficiaries.

7

The displays which suggested reduced transit time from Ahwatukee to downtown would actually be false as instead of reducing time, the travel time would be increased during the hours when people travel to and from work; early morning and evening. Those going on this route from the East Valley, may reduce congestion on the East side, however, as they enter the I10 traveling to and from downtown, they would actually increase congestion significantly on a freeway where congestion is already. It would not make sense for anyone to travel to the downtown area using this route during key travel times to travel as they would end up attempting to enter a crowded freeway at 59th ave or farther west in an effort to back track in the eastward direction to downtown and would almost certainly be significantly delayed.
Please consider stopping this proposal before creating a negative impact for the residents of Awhatukee and also results in increased traffic congestion.

Thank you.

Chris Kline
602 790-7614

Code	Issue	Response
1	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Noise**	
3	**Noise**	As discussed in the Noise Analysis Technical Report prepared for the Final Environmental Impact Statement, the proposed South Mountain Freeway was modeled in the latest version of the Traffic Noise Model (version 2.5). This is a three-dimensional model that factors in elements of the proposed freeway using x, y, and z coordinates. The model did account for the elevations of the freeway, nearby homes that may be elevated above the road, and any recommended barriers between the homes and freeway. This is the same procedure and same model used for other freeway projects in the Phoenix metropolitan area and across the country.
4	**Purpose and Need**	An analysis of the origins and destinations of projected freeway users is presented in Figure 3-18, on page 3-36 of the Final Environmental Impact Statement. Freeway users are defined as those motorists who pass through the bend of the freeway (around the South Mountains). So, this does not count motorists in Laveen Village who go to Interstate 10 (Papago Freeway) and motorists in Ahwatukee Foothills Village who go to Interstate 10 (Maricopa Freeway). The results of the origin-destination analysis show that 73 percent of the traffic going around the South Mountains has origins or destinations in the area within or around the Study Area and supports the conclusion that the proposed action would serve east–west mobility consistent with commuting movements.
5	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
6	**Trucks**	
7	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.

Code	Comment Document

Larry Kline Document Created: 6/19/2013 12:30:47 PM by Web Comment Form

1 2 3 The proposed South Mountain Freeway is being built on a flawed premise. It will not be an aid to reduced congestion for east valley residents commuting to the west valley. How many east valley residents commute to work in the west valley?...according to ADOT - very few. I can see a very small number of west valley residents desiring a short cut to the east valley. At a meeting 6/18 in Ahwatukee, the proponents of the S.M. Freeway stated that the proposed freeway would aid east valley residents access to downtown. This thought is flawed in that the South Mountain Freeway will deposit commuters to 59th Ave. with an ensuing eastbound commute to downtown...adding mileage and time and pollution to downtown destinations so this argument fails logic and will add to the traffic the inadequate I-10 section west of Phoenix must handle .

4 5 6 7 8 Another poster indicates that the proposed freeway would aid as a trucking bypass. This is a valid argument...but at what cost? There already exists a bypass - I8 to state route 85 bypasses downtown Phoenix for trucking traffic headed west out of Phoenix. The 2 billion dollar plus cost for the proposed freeway extension and disruption and destruction of the quality of life to the residents of Ahwatukee do not justify this "boondoggle". For the residents of Ahwatukee, the proposed 16 foot noise-mitigation walls will only benefit those who would live across the street from the freeway. The land slopes upward to the north, so those residents that live north would receive the noise and pollution from the increased traffic of the proposed freeway. This pollution would be pushed north and remain in Ahwatukee with the prevailing southwesterly winds trapping pollutants against South Mountain. The 87,000 residents of Ahwatukee would experience more pollution, decreased property values, increased noise for an unnecessary, very expensive freeway that will not solve the problems that it is alleged to solve. This freeway is ill-conceived and a very poor utilization of precious public resources. ADOT is negligent in not researching alternatives to this freeway extension.

9

10

Code	Issue	Response
1	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
2	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Purpose and Need**	An analysis of the origins and destinations of projected freeway users is presented in Figure 3-18, on page 3-36 of the Final Environmental Impact Statement. Freeway users are defined as those motorists who pass through the bend of the freeway (around the South Mountains). So, this does not count motorists in Laveen Village who go to Interstate 10 (Papago Freeway) and motorists in Ahwatukee Foothills Village who go to Interstate 10 (Maricopa Freeway). The results of the origin-destination analysis show that 73 percent of the traffic going around the South Mountains has origins or destinations in the area within or around the Study Area and supports the conclusion that the proposed action would serve east–west mobility consistent with commuting movements.
4	**Purpose and Need, Truck Bypass**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Alternatives**	The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other "loop" freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. The State Route 85/Interstate 8 Alternative was evaluated for the proposed project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.
6	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
7	**Noise**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix. As discussed in the Noise Analysis Technical Report prepared for the Final Environmental Impact Statement, the proposed South Mountain Freeway was modeled in the latest version of the Traffic Noise Model (version 2.5). This is a three-dimensional model that factors in elements of the proposed freeway using x, y, and z coordinates. The model did account for the elevations of the freeway, nearby homes that may be elevated above the road, and any recommended barriers between the homes and freeway. This is the same procedure and same model used for other freeway projects in the Phoenix metropolitan area and across the country.
8	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix. According to the Arizona Department of Transportation, 2013, *Air Quality Assessment South Mountain Freeway 202L Draft Report*, review of wind data from the Gila River Indian Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows and stable atmospheric conditions, wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns tend to flow from the east to the lower elevations along the Gila River. During the warmer hours' improved mixing, flows typically follow the river channel and come from the north and northwest. Likewise, during a 1-month-long meteorological monitoring period (November 20, 2006, through December 21, 2006) at Pecos Road and 40th Street and a second 1-month-long monitoring period at Pecos Road and 24th and 40th streets (April 19, 2007, through May 21, 2007), winds during the morning hours typically were from the northeast. During the warmer hours, and with improved mixing, winds typically were from the west.
9	**Economics, Socioeconomics**	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values. A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
10	**Alternatives**	The Final Environmental Impact Statement devotes Chapter 3, *Alternatives*, to an in-depth discussion of the extensive alternatives generation, screening, and selection process.

Code	Comment Document

LOOP 202
South Mountain
Freeway Study

Draft Environmental Impact Statement
COMMENT FORM

Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.

ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

It is helpful to ADOT to receive comments on:

- A particular alternative, environmental impact assessment, and/or draft mitigation.
- Any information you feel is incomplete or incorrect.
- How the proposed action would affect you.

Comments must be received or postmarked by July 24, 2013.

As a resident of Ahwatukee, I am very concerned about the impact the proposed freeway will have on this area. Residents of Ahwatukee have chosen this area for the lack of pollution, lack of noise, and beautiful scenery. As we bought our home over 20 years ago - no disclosure of this freeway was given to us. This will definitely increase pollution: more traffic, more noise, and much more pollution. The studies shown here authenticate the effect of pollution if everyone had environmentally adapted cars: which is not the case. Trucks from Mexico alone will contribute large amounts of pollutants in the air. The winds + mountains will hold this pollution in our area. Noise pollution: as this area is built in levels - rising above the side of the freeway: noise will be carried above rubberized asphalt and walls + sound rebound from the mountains.

Our home value will decrease: we will have to pursue reimbursement for this loss. (over)

Optional

Name: Chris Kline Email: chrisc16@cox.net

Address:

City: Ahwatukee / Phoenix State: AZ Zip: 85044

Phone: 602 790-7614 Fax:

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov **or mailed to:** ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)

ADOT — U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	**Acquisitions and Relocations**	The text box "Freeway Awareness," on Final Environmental Impact Statement page 4-13, provides a thorough history of the public disclosure of the proposed South Mountain Freeway, beginning with a map made public in 1980 and one in 1984 showing more or less the current alignment. This text box also explains the legal requirements for developers and other home sellers to "inform potential buyers of conflicts with planned transportation projects like the proposed action." The Southwest Loop Highway—the South Mountain Freeway predecessor—was integral to the Regional Freeway and Highway System approved by Maricopa County voters in 1985. Although other facilities were considered a higher priority early in development of the Regional Freeway and Highway System, the South Mountain Freeway has been included in every subsequent update. The same route was approved by the State Transportation Board in 1988. In 2004, Maricopa County voters approved Proposition 400, which was designed to fund completion of the remaining segments of the Regional Freeway and Highway System, including the proposed South Mountain Freeway (Final Environmental Impact Statement page 1-21).
2	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Noise**	
4	**Trucks**	
5	**Air Quality**	According to the Arizona Department of Transportation, 2013, *Air Quality Assessment South Mountain Freeway 202L Draft Report*, review of wind data from the Gila River Indian Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows and stable atmospheric conditions, wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns tend to flow from the east to the lower elevations along the Gila River. During the warmer hours' improved mixing, flows typically follow the river channel and come from the north and northwest. Likewise, during a 1-month-long meteorological monitoring period (November 20, 2006, through December 21, 2006) at Pecos Road and 40th Street and a second 1-month-long monitoring period at Pecos Road and 24th and 40th streets (April 19, 2007, through May 21, 2007), winds during the morning hours typically were from the northeast. During the warmer hours, and with improved mixing, winds typically were from the west.
6	**Noise**	As discussed in the Noise Analysis Technical Report prepared for the Final Environmental Impact Statement, the proposed South Mountain Freeway was modeled in the latest version of the Traffic Noise Model (version 2.5). This is a three-dimensional model that factors in elements of the proposed freeway using x, y, and z coordinates. The model did account for the elevations of the freeway, nearby homes that may be elevated above the road, and any recommended barriers between the homes and freeway. This is the same procedure and same model used for other freeway projects in the Phoenix metropolitan area and across the country.

(Responses continue on next page)

Code	Comment Document
8, 9, 10	LOOP 202 South Mountain Freeway Study **Draft Environmental Impact Statement** COMMENT FORM **Additional Comments:** We also question the value of this freeway southeast of the city: who will be using this: probably trucking companies from Tucson or Mexico heading to the west valley. Residents in this area or in homes East and North of this freeway have no reason to take this freeway as it is out of the way. How many people in the East valley need to travel to the west valley for work? Most may work in the downtown area and have no need to travel to 59th or 75th Ave to turn around and head into town. This does not make sense. ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150 ADOT U.S. Department of Transportation Federal Highway Administration FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway

Code	Issue	Response
7	**Acquisitions and Relocations**	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values. A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
8	**Purpose and Need, Truck Bypass**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
9	**Purpose and Need**	An analysis of the origins and destinations of projected freeway users is presented in Figure 3-18, on page 3-36 of the Final Environmental Impact Statement. Freeway users are defined as those motorists who pass through the bend of the freeway (around the South Mountains). So, this does not count motorists in Laveen Village who go to Interstate 10 (Papago Freeway) and motorists in Ahwatukee Foothills Village who go to Interstate 10 (Maricopa Freeway). The results of the origin-destination analysis show that 73 percent of the traffic going around the South Mountains has origins or destinations in the area within or around the Study Area and supports the conclusion that the proposed action would serve east–west mobility consistent with commuting movements.
10	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Opposition to Loop 202
Date: Tuesday, July 23, 2013 8:53:45 AM

Thank you,

Salina Tovar
Community Relations Officer
1655 W. Jackson St.
MD 126F, Room 170
Phoenix, AZ 85007
602.712.4629
azdot.gov

-----Original Message-----
From: Matthew Klopp [mailto:mklopp79@yahoo.com]
Sent: Tuesday, July 23, 2013 8:52 AM
To: Projects
Subject: Opposition to Loop 202

1 2 3

I oppose the $2.6 billion-wasting, sprawl-enabling, pollution-increasing Loop 202 extension. Not only is the proposed extension a bad idea, but I do not trust the dishonest draft EIS, which critically ignored the well-documented dynamic of induced demand. Please stop planning transportation systems for a world that hasn't existed in five decades and which is never coming back.

Matthew Klopp

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Code	Issue	Response
1	**Neighborhoods/ Communities**	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.
2	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Secondary and Cumulative**	The proposed freeway is a response to existing and anticipated travel demand in the metropolitan Phoenix area. It is not meant to increase travel beyond that expected to be generated from existing and anticipated population and employment growth and related land development. It is important to consider that improvements proposed for any type of transportation system (e.g., a new bus route, rail transit line, commuter rail service) would likely lead to changes in travel behavior, which, in turn, would lead to increased use of the particular system. Improvements made to a given transportation system are meant to attract new users (see Final Environmental Impact Statement pages 4-170 through 4-174). If this were not a primary goal, the improvements would be neither effective nor warranted. For the proposed action, a goal is to attract users of other segments of the Regional Freeway and Highway System and the local arterial street network, now and in the future, to the proposed action to optimize, in part, the entire regional transportation system (as outlined in the proposed action's purpose and need in Chapter 1).

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: 202 extension
Date: Tuesday, July 09, 2013 9:28:17 AM
Attachments: image001.png

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov
ADOT Communications

From: Haryaksha Gregor Knauer [mailto:haryaksha.knauer@gmail.com]
Sent: Monday, July 08, 2013 4:52 PM
To: Projects
Subject: 202 extension

1

NO BUILD!

FREEWAYS INDUCE TRAFFIC.

--
Haryaksha Gregor Knauer
"DRONE-FREE ARIZONA"

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Code	Issue	Response
1	**Secondary and Cumulative**	The proposed freeway is a response to existing and anticipated travel demand in the metropolitan Phoenix area. It is not meant to increase travel beyond that expected to be generated from existing and anticipated population and employment growth and related land development. It is important to consider that improvements proposed for any type of transportation system (e.g., a new bus route, rail transit line, commuter rail service) would likely lead to changes in travel behavior, which, in turn, would lead to increased use of the particular system. Improvements made to a given transportation system are meant to attract new users (see Final Environmental Impact Statement pages 4-170 through 4-174). If this were not a primary goal, the improvements would be neither effective nor warranted. For the proposed action, a goal is to attract users of other segments of the Regional Freeway and Highway System and the local arterial street network, now and in the future, to the proposed action to optimize, in part, the entire regional transportation system (as outlined in the proposed action's purpose and need in Chapter 1).

Code	Comment Document

4397

1 in the '70s and the '80s have studied, documented, and
2 written books about petroglyphs and other artifacts
3 discovered on the South Mountain over the past 40 years.
4 The Gila River Indian Community elders, cultural
5 resources department, community members have told MAG,
6 ADOT, and the State of Arizona of the cultural
7 significance of this mountain and what it means to us. I
8 consider this racial discrimination. You are
9 discriminating against our people and what they believe
10 in.
11 This is not the first time Maricopa County has
12 done this. They are doing this to North Mountain Church,
13 who has already moved because of the freeway, they did
14 that when they expanded the airport, there's the church
15 in the middle of -- just in the middle of the city
16 between 16th and 24th Street because of progress. This
17 needs to stop. This will not help the community, this
18 will not benefit the people, not to mention what it'll do
19 to the environment and the plants and animals and the
20 natural habitat. I thank you for your time.
21 THE FACILITATOR: Thank you, Mr. Morago.
22 We'd like to welcome our next speaker,
23 Mr. Robert Knight.
24 Welcome, Mr. Knight. You have three minutes.
25 MR. KNIGHT: Thank you. My name is Robert Nick

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Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com

Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document

1 Knight, I'm a park member and Ahwatukee resident and a
2 small business owner in Ahwatukee. I'm very concerned
3 about the impact that this truck bypass will have on
4 Ahwatukee; let's face it, that's what it is. Commuter
5 traffic is not going to be using this road because
6 commuter traffic destination is Central Phoenix. This is
7 going to be largely a truck route. Would you like a
8 truck bypass in your backyard? I wouldn't. The plan has
9 been on the books for some 30 years. When it started, it
10 was mostly farmlands; that's changed. Now you have some
11 85,000 residents that call Ahwatukee home.
12 Air pollution. Not really reducing air
13 pollution here, they're simply moving it to an area of
14 the Phoenix area which currently doesn't have it. They
15 will have an increase in air pollution at 59th Avenue and
16 I-10 from vehicles idling because of the traffic
17 congestion at the I-10 area of that part of the I-10.
18 Pollution along Pecos Road will be significantly
19 increased as it's blown into the Ahwatukee community; it
20 has nowhere to go, the mountains are in the way.
21 Noise pollution. The measurements being taken
22 along Pecos Road, yes, I understand that the requirements
23 are that you restrict your noise abatement and noise
24 issues to a quarter mile from the freeway. Fundamental
25 challenge here in Ahwatukee is that Ahwatukee is not a

Page 57

Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com

Code	Issue	Response
1	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Purpose and Need**	An analysis of the origins and destinations of projected freeway users is presented in Figure 3-18, on page 3-36 of the Final Environmental Impact Statement. Freeway users are defined as those motorists who pass through the bend of the freeway (around the South Mountains). So, this does not count motorists in Laveen Village who go to Interstate 10 (Papago Freeway) and motorists in Ahwatukee Foothills Village who go to Interstate 10 (Maricopa Freeway). The results of the origin-destination analysis show that 73 percent of the traffic going around the South Mountains has origins or destinations in the area within or around the Study Area and supports the conclusion that the proposed action would serve east–west mobility consistent with commuting movements.
3	**Purpose and Need, Truck Bypass**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
4	**Air Quality**	
5	**Design**	Construction of the proposed freeway would include widening along Interstate 10 to facilitate entrance and egress of vehicles between the two freeways. Additional information related to the Interstate 10 modifications can be found in Figure 3-26 on page 3-49 and Figure 3-29 on page 3-53 of the Final Environmental Impact Statement. The design of the connection to Interstate 10 and the widening along Interstate 10 were developed in accordance with the Federal Highway Administration's Interstate System Access Informational Guide and have received an initial determination of operational and engineering acceptability from the Federal Highway Administration.
6	**Air Quality**	According to the Arizona Department of Transportation, 2013, *Air Quality Assessment South Mountain Freeway 202L Draft Report*, review of wind data from the Gila River Indian Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows and stable atmospheric conditions, wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns tend to flow from the east to the lower elevations along the Gila River. During the warmer hours' improved mixing, flows typically follow the river channel and come from the north and northwest. Likewise, during a 1-month-long meteorological monitoring period (November 20, 2006, through December 21, 2006) at Pecos Road and 40th Street and a second 1-month-long monitoring period at Pecos Road and 24th and 40th streets (April 19, 2007, through May 21, 2007), winds during the morning hours typically were from the northeast. During the warmer hours, and with improved mixing, winds typically were from the west.

Code	Comment Document

7

8

1 flat community. The bulk of Ahwatukee slopes up from
2 Pecos Road up into the Foothills, well above the noise
3 abatement wall. Noise travels, it bounces off the
4 mountain and is amplified back, so you'll have a
5 significant noise increase farther away from the freeway
6 than your measurements would indicate.
7 Essentially, what this boils down to is ADOT is
8 sacrificing a community of 85,000 for the purpose of
9 building a truck bypass, a truck bypass that could be
10 easily done using the I-8 to 85 corridor and improving
11 the 85 highway from I-8 to I-10. If the purpose is to
12 provide and route trucks away from Central Phoenix, this
13 is a far better alternative than the Loop 202 truck
14 bypass. Thank you.
15 THE FACILITATOR: Thank you, Mr. Knight.
16 Again, as a reminder, out of mutual respect and
17 as a courtesy to all participants, we ask that you
18 refrain from clapping and making reactions to speakers'
19 comments.
20 I'd like to invite our next speaker, Tim Stone.
21 MR. STONE: Do I introduce myself? I don't know
22 the rules.
23 THE FACILITATOR: Thank you, Mr. Stone. You
24 have three minutes.
25 MR. STONE: My name is Tim Stone, I've been a

Page 58

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www.drivernix.com

Code	Issue	Response
7	**Noise**	As discussed in the Noise Analysis Technical Report prepared for the Final Environmental Impact Statement, the proposed South Mountain Freeway was modeled in the latest version of the Traffic Noise Model (version 2.5). This is a three-dimensional model that factors in elements of the proposed freeway using x, y, and z coordinates. The model did account for the elevations of the freeway, nearby homes that may be elevated above the road, and any recommended barriers between the homes and freeway. This is the same procedure and same model used for other freeway projects in the Phoenix metropolitan area and across the country.
8	**Alternatives**	The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other "loop" freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. The State Route 85/Interstate 8 Alternative was evaluated for the proposed project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: south mountain freeway
Date: Monday, July 15, 2013 11:25:19 AM

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov

-----Original Message-----
From: KNIGHT, JOHN [mailto:JK7863@att.com]
Sent: Monday, July 15, 2013 11:12 AM
To: Projects
Subject: south mountain freeway

1 2 3

my name is John Knight. we live ay 4036 W Kiva Street in Laveen. aligning to I-10 anyplace other than 99th avenue/101 Northbound does not make any sense. bringing more traffic through 55th or 59th avenues and placing additional stress from 99th avenue to these junction points is not a sound structure. traffic around phoenix needs to get off of I-10 as quickly as possible easing traffic within the city itself. The impact also to these residential areas is overwhelmingly negative.

Sent from my iPad

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Code	Issue	Response
1	**Alternatives, W59 Alternative Versus W101 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Design**	Construction of the proposed freeway would include widening along Interstate 10 to facilitate entrance and egress of vehicles between the two freeways. Additional information related to the Interstate 10 modifications can be found in Figure 3-26 on page 3-49 and Figure 3-29 on page 3-53 of the Final Environmental Impact Statement. The design of the connection to Interstate 10 and the widening along Interstate 10 were developed in accordance with the Federal Highway Administration's Interstate System Access Informational Guide and have received an initial determination of operational and engineering acceptability from the Federal Highway Administration.
3	**Neighborhoods/ Communities**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Loop 202 South Mountain Freeway
Date: Wednesday, May 22, 2013 10:51:03 AM

From: Claire Knightly [mailto:claireknightly@gmail.com]
Sent: Tuesday, May 21, 2013 4:23 PM
To: Projects
Subject: Loop 202 South Mountain Freeway

To Whom It May Concern:

I am unable to attend the hearing/meeting being held today at the convention center regarding the Loop 202 South Mountain Freeway, but I wanted my voice and opinion heard regarding this critical piece of Phoenix infrastructure. I am a resident of Laveen and truly feel the addition of this freeway would greatly help and benefit our community, as well as the whole of Phoenix. Not only will this freeway cut traffic congestion across the metro Phoenix area, it will also reduce pollution and save drivers time and money. Several years ago I worked in downtown Phoenix and commuted to Gilbert. On a good day, my drive was 45 minutes each way. Good commute days were very rare. I can only imagine that the route I used to take has gotten considerably worse over the years—and will continue to do so as the East Valley increases in size with added commuters making the trek from East Valley cities to areas near downtown or the West Valley for their jobs. This project also will create roughly 30,000 jobs during the 5-6 year construction period and result in a $2 billion investment in the Phoenix area economy. How could that possibly be turned down?! Job and economic growth for our city?! Yes, please!

1 My husband and I are both avid cyclists and triathletes and currently make use of 51st Avenue for long training bike rides, as do many other cyclists in the valley. It's a great stretch of road with wide shoulders that make it easy (and somewhat safe) for bike riding. Please add in a pedestrian/bike trail along the freeway. We believe no road should be built unless there is a sidewalk/trail/whatever for pedestrian/bike traffic next to it.. you should be able to travel any way you can.

Thank you for your time.

Regards,
Claire Knightly

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Code	Issue	Response
1	**Design**	Recreational or equestrian trails are not included in the proposed project. The study has considered concepts for parallel multiuse paths; however, the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Support of the 202
Date: Monday, May 20, 2013 8:46:32 AM

-----Original Message-----
From: Douglas Knolles [mailto:azalum@msn.com]
Sent: Friday, May 17, 2013 4:30 PM
To: Projects
Subject: Support of the 202

1 Please consider the extension of the 202 around South Mountain. While we reside in Chandler, we are on the West side of the Valley due to kids events almost weekly. It would be very important to our family and a tremendous improvement in our quality of life if we can make this happen.

Warmest regards,

Doug Knolles
602 689 0330

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Alex Koch — Document Created: 7/23/2013 3:33:03 PM by Web Comment Form Keep the Freeway on the W59 Preferred Alternative where we all thought it was going to be built, and don't run it through all the new homes with one of the other proposals. I realize that it was a planning blunder not to connect the 202 to the 101, but there is sufficient room on the I-10 to widen it multiple lanes in each direction to alleviate the traffic congestion between the 101 and 59th Ave. Thank you for allowing me to comment. I hope that common sense will prevail in this decision.

Code	Issue	Response
1	**Alternatives, W59 Alternative Versus W101 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Stop the South Mountain Freeway
Date: Monday, June 10, 2013 4:13:25 PM

-----Original Message-----
From: Nicole Koester [mailto:nicolebrusik@hotmail.com]
Sent: Monday, June 10, 2013 4:12 PM
To: Projects
Subject: Stop the South Mountain Freeway

1 2 3 4 5 6

As a resident of Ahwatukee I am begging ADOT to NOT build the freeway in my backyard. If the freeway moves forward we will relocate our family out of the area. I see no benefit to the freeway. Instead it will bring increased traffic, air pollution, crime and destruction to our neighborhood.

I urge the ADOT and the state to find a solution with the Indian Nation to the south. I feel there is a need for an ext. of the 202. However the current plan is faulty and ill-planned.

Yours,
Nicole Koester
16414 S. 29th Ave.
Phoenix, AZ 85045

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Code	Issue	Response
1	**Alternatives, E1 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
3	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
4	**Neighborhoods/ Communities**	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
5	**Neighborhoods/ Communities**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
6	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 05/13/13 INCOMING CALL TIME: 2:47 PM CALLER: KARL KOHLOFF CALLER ADDRESS: 1863 W. SAN ANGELO, GILBERT, AZ 85233 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** Register my vote for the Loop 202 South Mountain Freeway study.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 4:37 PM
CALLER: JANE KOHNEN	CALLER ADDRESS: 4250 EAST CLAIRMONT STREET, PARADISE VALLEY, ARIZONA 85253
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

I support the South Mountain freeway. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: mail
Date: Monday, June 24, 2013 9:06:16 AM

Thank you,
Felicia Beltran
Senior Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-319-7709
azdot.gov
ADOT Communications

From: kolsen [mailto:kolsen13@cox.net]
Sent: Saturday, June 22, 2013 7:56 AM
To: Projects
Subject: mail

1

Hi just my input about the 202 loop.. All the residents some live in that area close where
the 202 loop to go do not like the free way to go there.. They do not care about the hazardous
some happen when
they come down the 48 sty where I live close bye . morning going and coming at night
nobody think about that .. They only think about them self and held about rest of us...
there live in there pat down close to us..
thank you

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Code	Issue	Response
1	**Hazardous Materials**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
1	Christopher Komar Document Created: 7/24/2013 5:43:42 PM by Web Comment Form In terms of your impact studies, I'm wondering if noise pollution has or will be studied. My particular concern is the neighborhood I live is unique as it is in close proximity and is elevated. A noise abatement wall would likely not be sufficient. I'm hoping as part of the study our neighborhood would be a one of the datapoints.

Code	Issue	Response
1	**Noise**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix. As discussed in the Noise Analysis Technical Report prepared for the Final Environmental Impact Statement, the proposed South Mountain Freeway was modeled in the latest version of the Traffic Noise Model (version 2.5). This is a three-dimensional model that factors in elements of the proposed freeway using x, y, and z coordinates. The model did account for the elevations of the freeway, nearby homes that may be elevated above the road, and any recommended barriers between the homes and freeway. This is the same procedure and same model used for other freeway projects in the Phoenix metropolitan area and across the country.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: 202 Freeway
Date: Thursday, May 16, 2013 8:14:39 AM
Attachments: image001.png
image002.png

From: Daryl Koranda [mailto:dkoranda@drakecement.com]
Sent: Thursday, May 16, 2013 6:19 AM
To: Projects
Subject: 202 Freeway

1 Dear Sirs, not only would this project create jobs and revenue for local businesses, it would also help alleviate some of the heavy traffic conditions on surrounding area freeways. I support this project. Thank you. Sincerely,

Daryl Koranda
Drake Security

DRAKE CEMENT

P.O. Box 370
Paulden, AZ 86334
P: 928.636.6004 | **F:** 928.636.4825
C: 928.830.5677 | www.drakeus.com

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1 2 3 4	James Kotchou — Document Created: 7/10/2013 11:49:01 PM by Web Comment Form I am appalled that this on grade design would be contemplated in such close proximity to four schools in Ahwatukee. I assume the freeway is on grade because of cost? Please confirm a traffic study has been completed to understand the increase traffic on Chandler Blvd. due to this freeway design. Please provide me information on how I can get a copy of the cost estimates developed for the on-grade E1 Alternative any estimates for any below grade alternatives. How do I get information on your consultant design team and or construction manager at risk? I do not see much creativity in the design of this E1 Alternative. It reeks of lowest cost wins and schools/neighbors tough luck. This freeway needs to be below grade with retaining walls to minimize visual and noise impact to the schools and community. Hey isn't that how it was done in Scottsdale? I am totally against this on-grade solution. More money should be budgeted for this section. James Kyle Kotchou

Code	Issue	Response
1	**Design**	The project team analyzed the belowground option, also called the depressed freeway option. The analysis indicated that depressing the freeway would increase the cost of construction and right-of-way acquisition, displace additional residences, create the need for additional pump stations and detention basins, and still need the installation of noise barriers. Because the belowground option would result in substantially greater costs and residential displacements, this option was eliminated from further study (see Final Environmental Impact Statement pages 3-15 and 3-18). The evaluation presented in the Final Environmental Impact Statement includes cost estimates. Technical memoranda documenting this evaluation (including detailed cost estimates) are available upon request from the Arizona Department of Transportation, Urban Project Management section. Information related to the design consultant, final designers, and contractors can also be requested from the Urban Project Management section.
2	**Traffic**	In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system. The City study found no adverse effects on the local street system from the freeway (see Appendix 3-1).
3	**Visual Resources**	For most of the alignments of each of the action alternatives, the proposed freeway would be elevated above the natural grade of the surrounding land. This elevated profile would allow noise to carry farther, creating noise impacts at greater distances from the freeway. Depressing the profile of the freeway below grade might reduce traffic noise levels adjacent to depressed sections. However, it would be necessary to also construct at-grade noise barriers to achieve noise reduction goals at receiver locations adjacent to depressed freeway sections (see page 4-99 in the Final Environmental Impact Statement). This strategy would reduce visual impacts associated with high noise barriers on elevated freeways, but would entail ground-level noise barriers and their associated interference with views. Thus, with either approach to noise reduction, views of nearby mountains could be disrupted. The specific impacts would depend on the geometrics of the height of any noise barriers constructed, the intervening topography, and the distance of the barriers from the residences in question.
4	**Noise**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

911 W Gleneagles Dr.

Phoenix, AZ 85023

July 10, 2013

Dear Elected Official,

1 I am opposed to any alignment of the Loop 202 South Mountain Freeway that allows destruction of any portion of the Phoenix Mountain Preserves.

Voters consistently support park land preservation and as the city increases in density these open spaces will become more valuable for maintaining a balanced lifestyle. Kiplinger named Phoenix one of the 10 best cities for young people in part because of our natural environment and National Geographic lists Phoenix among the best cities for hiking. Two new trails, the Gila and Bursera Trails are in the southwest end of the park which will be impacted by this project. Over three million visitors come to South Mountain Park/Preserve annually and I expect that number will increase as the city becomes more compact. A high capacity freeway will only have a negative impact.

2 3 Taking preserve land sets a bad precedent. Much more than 30 acres will be impacted by introducting additional pollution, erosion and habitat destruction.

Please find an alternative to this placement of the 202 freeway.

Thank you.

Barbara Krajewski

Code	Issue	Response
1	**Section 4(f) and Section 6(f)**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Air Quality**	
3	**Biology, Plants, and Wildlife**	

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 7:25 PM
CALLER: DICK KRAUSS	CALLER ADDRESS: 1113 E. JUANITA AVENUE, MESA, AZ 85210
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

I support that South Mountain Freeway, I wish the Indians would let us go on their land a little bit more, I think that is the best route. I do work in the case and travel in Ahwatukee so I am familiar with that area and the need for that freeway. Thank you.

Code	Issue	Response
1	**Alternatives, Gila River Indian Community Alignment**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

LOOP 202
South Mountain
Freeway Study

2013

Draft Environmental Impact Statement
COMMENT FORM

Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.

ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

It is helpful to ADOT to receive comments on:

- A particular alternative, environmental impact assessment, and/or draft mitigation.
- Any information you feel is incomplete or incorrect.
- How the proposed action would affect you.

Comments must be received or postmarked by July 24, 2013.

When can we start?

1 All in for the construction of the 202 Loop

I believe the benefits to the valley outweigh the negatives to the few impacted.

relief from building traffic along the 10 corridor will help all those who use this route daily.

Optional

Name: Derek Kreh
Email: DMKREH@Yahoo.com
Address: 4029 W Darrow St
City: Phoenix
State: AZ
Zip: 85041
Phone: 480-381-4916
Fax:

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov **or mailed to:** ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)

ADOT

U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: SM Comment **Date:** Tuesday, May 28, 2013 8:22:03 AM **From:** John Krick [mailto:john_krick@yahoo.com] **Sent:** Monday, May 27, 2013 6:51 PM **To:** Projects **Subject:** Please build the 202 South Mountain. Rich people should not dictate the needs of all. Please make a rational decision related to a rational plan- build it. John T Krick Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Jeff Krobot Document Created: 5/21/2013 2:41:41 PM by Web Comment Form Having lived in cities that ignored the future freeway needs of their residents, I urge you to approve the 202.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Patricia Kryzak Document Created: 5/28/2013 5:16:53 PM by Web Comment Form It makes sense to connect the new proposed 202 to the 101 in Tollson. It would relieve traffic congestion that occurs every morning on I 10 between 75th Ave. and interstate 17.

Code	Issue	Response
1	**Alternatives, W59 Alternative Versus W101 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

From: Sierra Club on behalf of Sandie Kubie
To: Projects
Subject: Comments in opposition to South Mountain Freeway
Date: Tuesday, May 28, 2013 9:16:32 AM

May 28, 2013

Arizona Department of Transportation South Mountain Study Team
1655 W Jackson St, MD 126F
Phoenix, AZ 85007

Dear South Mountain Study Team,

1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.

2 The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer.

3 ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.

4 South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more

5 vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.

6 The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be

7 destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.

8 The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.

1 PROTECT our communities, our health, and our environment by selecting the No Action Alternative. Again, if you are confused as to why, reread the above paragraph regarding Habitat destruction and wildlife disruption. We want a SMART solution. Concentrate on a well-planned mass transit. Be progressive and forward thinking, don't blow this!

Sincerely,

Sandie Kubie
9680 W Rain Lily Ln

Code	Issue	Response
1	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
3	**Alternatives**	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the *Regional Transportation Plan* and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
4	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Health Effects**	
6	**Section 4(f) and Section 6(f)**	
7	**Biology, Plants, and Wildlife**	

(Responses continue on next page)

Code	Comment Document
	Tucson, AZ 85743-8324

Code	Issue	Response
8	**Neighborhoods/ Communities**	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.

Code	Comment Document

From: Ed Kucharski
To: Projects
Subject: loop 202 south mountain
Date: Tuesday, June 04, 2013 12:47:13 PM

1) Alignment:

1 Pecos Road west connecting with I-10/loop 101 at 99th avenue.
Any other I-10 intercept is economically and environmentally unacceptable.

2 2) There shall be no exits on the Pecos Road alignment that allow access to the GRIC.

If GRIC wishes access to the freeway, the GRIC will 100% fund all studies for such access and if studies, and AZDOT approve, GRIC will reimburse AZDOT all construction costs.

Code	Issue	Response
1	**Alternatives, W59 Alternative Versus W101 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Alternatives**	Federal law prohibits the denial of access to any community. Thus, traffic interchanges would be located along the freeway where it borders the Gila River Indian Community (see Final Environmental Impact Statement page 3-51). Roadway connections on Gila River Indian Community land to the traffic interchanges would be the responsibility of the Gila River Indian Community, in coordination with appropriate jurisdictions.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 05/10/13 INCOMING CALL TIME: 9:37 AM CALLER: BILL KUEFER CALLER ADDRESS: PO BOX 6605, PHOENIX, AZ 85005 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the plan for the South Mountain Freeway. I really hope that this potential project is passed.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

4421

a lot of congestion as our community grows. The freeway would help cut the congestion in an area, reduce air pollution. 64 percent of the voters voted it in, and we are still waiting.

Traffic on the I-10 between Ahwatukee and Goodyear will grow about 20 percent and will have another 10 -- 103,000 cars that will use the Broadway curve each day. Another 38,000 cars will jam the tunnel every day. Morning and evening commute times will increase by 40 percent to almost 82 percent, and traffic congestion on the city streets will increase by 46 percent unless they build the freeway.

The project will create approximately 30,000 jobs during the five to six-year period -- construction period and can -- will result in a 2 billion investment in the Phoenix area economy. The building -- the money to build the freeway is already in the budget and was approved by voters twice; first in 1985 and again in '04.

So there is no more important project to the area's commuters and workers than the South Mountain Project Freeway. So we must build it now.

MR. KUEFER: William, last name K-u-e-f, like Frank, -e-r.

Okay. I live in Laveen. And I'm very much in favor of the proposed Freeway Extension 202.

1

Page 7

Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com

Code	Issue	Response
1		Comment noted.

Code	Comment Document

4081

SOUTH MOUNTAIN PUBLIC HEARING
Public comments to reporter)
May 21, 2013
10:00 a.m.
REPORTED BY:
Bonnie Ponce, RPR
AZ Certified Reporter No. 50669

3 MR. KUGEL: Tom Kugel.
4 I own a house down there, and while it's not
5 on Pecos, several streets in, so I think it will impact
6 me personally, will be mitigated. I still feel that
7 there's going to be a visual eyesore there. There's
8 going to be an audio issue.
9 And then I don't know how clear they've
10 defined whether they're going to raze -- exercise
11 eminent domain and raze some properties. My
12 understanding is the church might go on 24th Street.
13 I'm concerned about what it's going to do to
14 housing valuations in Club West where I'm at. There's
15 a school right along the line on Pecos line.
16 The film I just saw had a variety of options
17 for the Pecos Road alignment, but then they went on to
18 say the Pecos Road alignment was the preferred one,
19 which puzzled me, because it's right next to the
20 school.
21 What's going to happen to the valuations of
22 the homes that are on Pecos? What's the time frame?
23 Are they still negotiating with the Gila River Indian
24 Community? Because I've not heard anything about that.
25 I initially heard there was. Where can I get the EIS?

1 That's not clear. How many lanes, 10 or 8? I don't
2 know.
3 So I just -- I strongly oppose it for those
4 reasons and the detrimental impact it will have on the
5 foothills and Club West community. It will change the
6 whole dynamic of that area.
7 That's pretty much it.

Code	Issue	Response
1	**Visual Resources**	Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-169 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.
2	**Noise**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Acquisitions and Relocations**	
4	**Neighborhoods/ Communities**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
5	**Economics, Socioeconomics**	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138–47; "Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor"). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
6	**Construction**	If an action alternative were to be the Selected Alternative, right-of-way acquisition would begin immediately after the record of decision and construction of the entire freeway corridor is estimated to take approximately 5 years.
7	**Alternatives, Gila River Indian Community Alignment**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
8	**Public Involvement**	Printed copies of the Draft Environmental Impact Statement and related documents are available for purchase from the Arizona Department of Transportation upon request by calling (602) 712-7767. Copies of the Draft Environmental Impact Statement are available for viewing at the Phoenix Public Library (Ironwood Branch and Burton Barr - Central Library), Sam Garcia Western Avenue Library, and Tolleson Public Library. Electronic versions are available for download from the Arizona Department of Transportation Web site, <azdot.gov/southmountainfreeway>.

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
9	**Design**	The proposed South Mountain Freeway is planned to be eight lanes wide. It would have, in each direction, three 12-foot-wide general purpose lanes and one high-occupancy vehicle lane. The four lanes in one direction would be separated from the other four lanes by a median barrier with left shoulders adjacent. Figure 3-34, on Final Environmental Impact Statement page 3-58, provides a typical cross-section representation of the freeway.
10	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Comments on South Mountain Freeway Draft EIS
Date: Monday, July 22, 2013 8:50:07 AM
Attachments: kuminoff_comments_DEIS.pdf

From: Nick Kuminoff [mailto:kuminoff@gmail.com]
Sent: Sunday, July 21, 2013 4:51 PM
To: Projects
Cc: Nick Kuminoff
Subject: Comments on South Mountain Freeway Draft EIS

Dear South Mountain Study Team,

1 I am writing to comment on the draft environmental impact statement (DEIS) you released for the Loop 2002 South Mountain Freeway study. As a professional economist, a parent of young children, and a resident of Phoenix, I am deeply concerned about what I believe are serious flaws with your DEIS. Please find attached a pdf file containing a cover letter and 12 specific comments that explain some of my concerns. I look forward to seeing your responses to the specific issues I raise in your final EIS. In the meantime, I would be glad to elaborate on any of the issues I raise. Feel free to have your staff contact me with questions.

Best Regards,

Nick Kuminoff
kuminoff@gmail.com
480-727-9802

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Code	Issue	Response
1		Specific comments are addressed below.

Code	Comment Document

July 21, 2013

South Mountain Study Team
Arizona Department of Transportation
1655 West Jackson Street, MD 126F
Phoenix, Arizona 85007

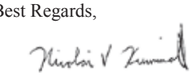
RE: Comments on Draft EIS for South Mountain Freeway (FHWA-AZ-EIS-13-01-D)

Dear South Mountain Study Team,

1 I am writing to comment on the draft environmental impact statement (DEIS) you released for the Loop 2002 South Mountain Freeway study. As a professional economist, a parent of young children, and a resident of Phoenix, I am deeply concerned about your DEIS. Overall, I think the DEIS reflects an unwarranted bias toward building the freeway with the Pecos Road alignment. After careful review, I cannot help but think that the DEIS systematically overstates the benefits of building the freeway and systematically understates the negative externalities on safety and environmental quality. Furthermore, the DEIS should be forthright about the fact that the precise magnitudes of both the benefits and costs are uncertain. Yet the DEIS has an asymmetric treatment of uncertainty. Economic costs, such as the public health consequences of increased air pollution in Ahwatukee, are dismissed entirely because they are uncertain. Meanwhile, economic benefits, such as the projected reductions in congestion on the I-10, are falsely presented as certain outcomes, despite the deeply uncertain nature of such projections. Finally, the DEIS falls far short of established "best practices" for the analysis of public projects as defined by the U.S. Office of Management and Budget (Circular A-4) and the U.S. Environmental Protection Agency's *Guidelines for Preparing Economic Analysis* (2010). I think it would be highly irresponsible to proceed with building the freeway without first conducting a serious economic analysis that quantifies the benefits and costs, and fully addresses uncertainty.

Please find attached 12 specific comments that explain my concerns with selected aspects of your DEIS. I look forward to seeing your responses in the final EIS. I would be glad to clarify any of the issues I raise to your staff. Feel free to contact me with questions.

Best Regards,



Nicolai V. Kuminoff
kuminoff@gmail.com

Code	Issue	Response
1	**Purpose and Need**	At the beginning of the environmental impact statement process, the need for a major transportation facility was reexamined to determine whether such a facility is still needed. Validation of those findings occurred throughout the entire environmental impact statement process. Analysis of the purpose and need for the proposed action followed National Environmental Policy Act and Federal Highway Administration implementing guidance on the subject matter and used state-of-the-practice analytical tools, as pointed out in Table 1-3, "Traffic Analysis Tools," on page 1-13 of the Draft Environmental Impact Statement. The results of the analysis determined that a transportation problem does exist and that problem will continue in the foreseeable future (see section, *Conclusions*, on page 1-21). The comment implies that the freeway condition was predetermined. As noted on page 3-1 in the section, *Reconfirm the Purpose and Need for the Proposed Action*, a continuous validation process was undertaken throughout the environmental impact statement process to ensure past conclusions in the environmental impact statement process remained valid. The social, environmental, and economic effects of all alternatives, including the No-Action Alternative, are presented in the Draft and Final Environmental Impact Statements.

Code	Comment Document
2	Comment #1: The DEIS implies that a majority of Maricopa County residents support building the proposed South Mountain Freeway without having any factual basis to support this implication. There are numerous examples of this, especially in the early chapters of the DEIS. One example is the "What do the results of Propositions 300 and 400 tell us" sidebar on page 1-9. The problem is that the proposed South Mountain Freeway was a fairly minor detail in the information provided to voters on the broader regional transportation plan. Voters have never had an opportunity to express their opinions on the South Mountain Freeway separately from other regional transportation projects that were bundled as part of these propositions and were in more immediate need of funding at the time the propositions were presented to voters. Furthermore, neither proposition provided voters with basic details on the South Mountain Freeway such as the expected construction cost and the number of lanes. Furthermore, at the time people voted on proposition 300 the town of Ahwatukee was largely undeveloped. Likewise, the regional transportation plan provided to voters as part of the Proposition 400 election of 2004 failed to anticipate the location, size, use, financial cost and social costs of building the freeway. It is also noteworthy that both votes occurred before the onset of the great recession. The bottom line is that there is no reason to expect that Maricopa county voters would support building the South Mountain Freeway, if they were given the opportunity to vote today. In addition, the question of whether or not voters liked the idea of a new freeway extension 30 years ago or 10 years ago is entirely irrelevant to the question of whether or not it makes sense to build the freeway today.
3	Comment #2: The effort to model the effect of the freeway on ambient concentrations of criteria air pollutants is inadequate and misleading. For example, the discussion of carbon monoxide (CO) in section 4-65 of the DEIS points out that impacts were modeled using information from Maricopa County's current network of air quality monitoring sites in the region. Yet the discussion fails to mention that Maricopa County does not have any air quality monitoring sites in the Ahwatukee foothills (http://alert.fcd.maricopa.gov/alert/Google/v3/air.html). This is a serious flaw in the modeling assessment because the prevailing wind patterns and foothills topography will likely cause most of the emissions of pollutants to be blown into pockets of

2

Code	Issue	Response
2	**Public Involvement**	The section, *Summary of Past Agency and Public Involvement Pre-EIS Process*, outlines the outreach by the Maricopa Association of Governments and others since the 1980s over the South Mountain Freeway. In that outreach, through the development of the *Regional Transportation Plan*, people were provided opportunities to express concerns over the specifics of the proposed South Mountain Freeway as well as learn about the costs and design of the facility through the years. Construction cost estimates are subject to constant updates just as, for reasons noted in the comment, economic conditions are subject to change. The amount of funding set aside for the proposed action in the *Regional Transportation Plan* is in line with projected costs. Regarding the sidebar on page 1-9 of the Draft Environmental Impact Statement referenced in the comment, the text makes no reference to the proposed action. The comment asserts that the page 1-9 sidebar is an example of the Draft Environmental Impact Statement "implying that a majority of Maricopa County residents supports building the proposed South Mountain Freeway." The sidebar referenced says 1) there is "continued public support for investment in regional transportation projects," 2) "voters in 90 percent of the county's 1,058 voting precincts voted in favor of Proposition 400 and the projects it would fund," and 3) "voters in 81 percent of the 31 voting precincts in the Study Area favored Proposition 400 and the projects it would fund."
3	**Air Quality**	The air quality assessment for impacts from carbon monoxide followed the U.S. Environmental Protection Agency guidelines in Guideline for Modeling Carbon Monoxide from Roadway Intersections (A-OAQPS, 1992). Inputs to the model were based on U.S. Environmental Protection Agency-recommended values or were selected to provide a conservative estimate of impacts. Modeling methodology and results were reviewed by the Federal Highway Administration, Arizona Department of Transportation, and Maricopa Association of Governments. As noted on page 4-65 of the Draft Environmental Impact Statement, over 700 receptors were modeled for carbon monoxide concentrations. Receptor placement met the criteria for selecting modeling locations as specified in 40 Code of Federal Regulations Part 93.123(a). The air quality analyses were updated for the Final Environmental Impact Statement, including a quantitative particulate matter (PM_{10}) analysis, and are more fully described beginning on page 4-68 of the Final Environmental Impact Statement.

Code	Comment Document
	localized air pollution above residential neighborhoods in Ahwatukee in between the freeway and South Mountain Park.
4	Comment #3: Failure to model the impact of the freeway on ground level ozone concentrations above residential neighborhoods in Ahwatukee is a serious problem as emissions generated by the freeway may very well exceed national standards for 8-hour ambient ozone concentrations. As noted earlier, the prevailing wind patterns and topography of the region are likely to cause most of the emissions to sit in air pockets above residential neighborhoods in Ahwatukee. Furthermore, these neighborhoods are highly populated by families with young children who are identified by the Environmental Protection Agency as being a "sensitive group" with respect to ozone (Federal Registrar, Vol. 64, No. 149, Wednesday, August 4, 1999, Rules and Regulations).
5	Comment #4: The lack of air quality monitors in the Ahwatukee foothills area undermines the credibility of the entire air quality assessment provided in the DEIS. Air quality monitors are needed to inform the assessment of potential effects of the freeway on air quality. The current assessment does not make a serious attempt to model air quality impacts in Ahwatukee, which contains the neighborhoods that will experience the largest negative effects of increased air pollution generated by the freeway.
6 5	Comment #5: The DEIS's overall conclusion that building the freeway will not cause an increase in violations of federal ambient air quality standards is misleading. This conclusion simply exploits the current placement of air quality monitors. By providing an incentive for truckers and non-local drivers to avoid traveling through central Phoneix, the South Mountain freeway will divert air pollution away from the areas that have air quality monitors and into areas that do not have air quality monitors, such as the Ahwatukee foothills. Ambient air quality will surely worsen in Ahwatukee and may very well violate federal standards for the criteria pollutants. Of course this will not cause any violations if there are no air quality monitors to measure the violations. This highlights the need for a more serious assessment of air pollution impacts from the proposed freeway, and it also highlights the need to place air quality monitors at several locations in the Ahwatukee foothills.

3

Code	Issue	Response
4	**Air Quality/ Children's Health**	As noted on page 4-76 of the Final Environmental Impact Statement, since ozone is a regional pollutant, there is no requirement to analyze potential impacts and no possibility of localized violations of ozone to occur at the project level. The Maricopa Association of Governments is responsible for developing plans to reduce emissions of ozone precursors in the Maricopa area. The Preferred Alternative is included in the *Regional Transportation Plan* that has been determined by the U.S. Department of Transportation to conform to the State Implementation Plan on February 12, 2014. A common theme in public comments on the proposed project has been the potential impacts of the project on children's health, primarily through vehicle emissions and noise. Many commenters raised concerns about the proximity of the project to schools or other aspects of the project that may affect children. In addition, the U.S. Environmental Protection Agency requested that the Final Environmental Impact Statement address Executive Order 13045, *Protection of Children from Environmental Health Risks and Safety Risks*. Throughout the Final Environmental Impact Statement, potential impacts on and subsequent mitigation for human health are disclosed and identified, as inherent in the environmental impact statement process. The Final Environmental Impact Statement incorporates an assessment of the potential impacts of the proposed project on all populations, including children. The Final Environmental Impact Statement addresses potential impacts of the project on children in the Chapter 4 environmental consequences analyses. The U.S. Environmental Protection Agency's Toxicity and Exposure Assessments for Children's Health report (see page 4-73 of the Final Environmental Impact Statement) indicated that indoor air concentrations of benzene are usually higher than outdoor levels and that indoor air in smokers' homes is a significant contributor to children's exposures. It mentioned children when identifying the effects of acute exposure to naphthalene. The Final Environmental Impact Statement acknowledges and fully discloses public scoping comments that raised the topic of health effects on neighborhoods and adjacent schools (see page 4-31 of the Final Environmental Impact Statement). The Final Environmental Impact Statement evaluates Clean Air Act criteria air pollutant concentrations in Maricopa County and the Phoenix area (see pages 4-75 to 4-77 of the Final Environmental Impact Statement). With regard to air quality impacts, the Final Environmental Impact Statement addresses children's health impacts within the broader discussion regarding health impacts under the National Ambient Air Quality Standards. Clean Air Act Section 109(b)(1) requires the U.S. Environmental Protection Agency to promulgate primary National Ambient Air Quality Standards at levels that allow an adequate margin of safety and are requisite to protect the public health. As noted by the U.S. Environmental Protection Agency in its 2013 rulemaking for particulate matter, Clean Air Act Section 109's legislative history demonstrates that the primary standards are "to be set at the maximum permissible ambient air level... which will protect the health of any [sensitive] group of the population" (78 *Federal Register* 3086 and 3090) (quoting S. Rep. No. 91-1196, 91st Cong., 2 Sess. 10 [1970]) (alterations in original). Accordingly, the Final Environmental Impact Statement National Ambient Air Quality Standards-based evaluation of criteria air pollutants includes a health-based review of sensitive populations, including children, given the National Ambient Air Quality Standards inherent consideration of those factors. Furthermore, the National Ambient Air Quality Standards-based assessment

(Response 4 continues on next page)

Code	Comment Document
7	Comment #6: Pages 4-69 and 4-70 provide a deeply flawed rationale for ignoring the impact of the freeway on human health outcomes. The DEIS claims that decision makers should not be provided with information on health outcomes of building the freeway because the magnitudes of those outcomes are judged by DOT to be highly uncertain. I will explain three problems with this logic:
8	A. Ignoring uncertainty violates federal standards for evaluating public projects, as outlined by the United States Office of Management and Budget's Circular A-4 (http://www.whitehouse.gov/omb/circulars_a004_a-4) and the United States Environmental Protection Agency's *Guidelines for Preparing Economic Analysis*. For example, OMB Circular A-4 has a special section devoted to the appropriate treatment of uncertainty in the evaluation of public projects. It clearly states that uncertainty outcomes should be quantified and this information should be provided for public review and to decision makers. For example, it instructs analysts involved in the preparation of impact statements that "*the important uncertainties connected with your regulatory decisions need to be analyzed and presented as part of the overall regulatory analysis*" and that "*by assessing the sources of uncertainty and the way in which benefit and cost estimates may be affected under plausible assumptions, you can shape your analysis to inform decision makers and the public about the effects and the uncertainties of alternative regulatory actions*" and that "*wherever possible, you should use appropriate statistical techniques to determine a probability distribution of the relevant outcome*." It also states that "*when uncertainty has significant effects on the final conclusion about net benefits, your agency should consider additional research prior to rulemaking. The cost of being wrong may outweigh the benefits of a faster decision. This is true especially for cases with irreversible or large upfront investments*."
7	B. The South Mountain Freeway is likely to have large negative health effects. The large impacts of air pollution on morbidity and mortality are well documented as is the fact

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Code	Issue	Response
4 (cont.)		ensures adequate consideration of health-based issues as "[t]he requirement that primary standards provide an adequate margin of safety was intended to address uncertainties associated with inconclusive scientific and technical information ... and to protect against hazards that research has not yet identified" (78 *Federal Register* 3090). Sensitive receivers for air and noise are already included in the air quality and noise analyses in accordance with State and federal guidance. Both sections, *Air Quality* and *Noise*, beginning on Final Environmental Impact Statement pages 4-68 and 4-88, respectively, have addressed requirements under the National Environmental Policy Act. As stated on page 4-89 of the Final Environmental Impact Statement, over 220 sensitive receivers were evaluated at exterior locations from a traffic noise perspective. All of the receivers represent noise-sensitive land uses in proximity to the proposed project, including homes, schools, and parks, and these receivers would have higher noise levels than similar facilities more distant from the proposed action. Receptor placement met the criteria for selecting modeling locations as specified in 40 Code of Federal Regulations § 93.123(a). The carbon monoxide analysis was updated in the Final Environmental Impact Statement. Although a qualitative analysis of particulate matter (PM_{10}) was presented in the Draft Environmental Impact Statement, a quantitative project-level particulate matter (PM_{10}) hot-spot analysis is included in the Final Environmental Impact Statement. The results of the air quality updates are summarized in the prologue to the Final Environmental Impact Statement (page xiii) and are more fully described beginning on page 4-68 of the Final Environmental Impact Statement. The carbon monoxide and particulate matter (PM_{10}) analyses demonstrated that the proposed freeway would not contribute to any new localized violations, increase the frequency or severity of any existing violation, or delay timely attainment of the National Ambient Air Quality Standards or any required interim emissions reductions or other milestones. Through analysis, the Federal Highway Administration has determined that the proposed project would not produce disproportionate impacts on children.
5	**Air Quality**	Data from various Maricopa County Air Quality Department monitoring sites were used in the air quality analyses. Siting, operation, and recording information from monitoring sites are the responsibility of the Maricopa County Air Quality Department. See <maricopa.gov/aq/>. The monitoring information used in the air quality analyses is discussed in greater detail in the air quality technical report prepared for the project which is available on the project Web site at <azdot.gov/southmountainfreeway>. The results of the analyses are summarized in the Final Environmental Impact Statement. According to Environmental Protection Agency guidance, new monitors are not necessary to analyze air quality impacts.
6	**Air Quality**	The air quality assessment for impacts from carbon monoxide followed the U.S. Environmental Protection Agency guidelines in Guideline for Modeling Carbon Monoxide from Roadway Intersections (A-OAQPS, 1992). Inputs to the model were based on U.S. Environmental Protection Agency-recommended values or were selected to provide a conservative estimate of impacts. Modeling methodology and results were reviewed by the Federal Highway Administration, Arizona Department of Transportation, and Maricopa Association of Governments. Included in the analyses are data on the proposed vehicles using the proposed freeway, including heavy trucks.

(Response 6 continues on next page)

Code	Comment Document
	that these impacts are largest for sensitive groups such as children and seniors. This is of special concern due to the large proportion of families with young children and communities of seniors in Ahwatukee. See the EPA's (2011) *Second Prospective Study 1990-2020 of the Clean Air Act* and the associated appendices for the epidemiological consensus on health impacts and calibrated dose-response functions. The range of potential health impacts should be quantified and monetized using standard measures of the "value of a statistical life" consistent with best practices in regulatory evaluation established in the OMB and EPA guidelines. Even the lower bound on number of lives lost is likely to be sufficiently high to raise serious concerns for policy makers.
7	C. The effects of the freeway on health outcomes are no more uncertain than the effects of the freeway on commute times. Yet, there is no mention of uncertainty in commute times. Throughout the DEIS, the economic benefits of building the freeway are conveyed with a false sense of precision whereas the environmental costs are dismissed altogether because they are uncertain. This asymmetric treatment of uncertainty has the effect of biasing the DEIS in favor of building the freeway with the Pecos road alignment.
9	Comment #7: The DEIS fails to adequately address the uncertainty of benefits from building the freeway. For example, the actual reduction in commute time that would be realized if the freeway were to be build will depend on several sources of uncertainty, including but not limited to: (i) future patterns of residential development; (ii) future location choices made by firms; (iii) future residential and job location choices made by workers; (iv) future trends in telecommuting; (v) future trends in "flex-time" and the ability of workers to commute during off-peak hours; (vi) future trends in the national economy; (vii) future trends in in the international economy and trade that influence the rate of trucking through Phoenix; (viii) future trends in automobile design; (ix) the impact of building the freeway on the desirability of living in Ahwatukee; and (x) future trends in the price of gasoline, electricity, and other factors affecting commuting costs. These sources of uncertainty should be carefully analyzed and policy makers should be informed

Code	Issue	Response
6 (cont.)		As noted on page 4-65 of the Draft Environmental Impact Statement, over 700 receptors were modeled for carbon monoxide concentrations. Receptor placement met the criteria for selecting modeling locations as specified in 40 Code of Federal Regulations Part 93.123(a). The carbon monoxide analysis was updated in the Final Environmental Impact Statement. Although a qualitative analysis of particulate matter (PM_{10}) was presented in the Draft Environmental Impact Statement, a quantitative project-level particulate matter (PM_{10}) hot-spot analysis is included in the Final Environmental Impact Statement. The results of the air quality updates are summarized in the prologue to the Final Environmental Impact Statement (page xiii) and are more fully described beginning on page 4-68 of the Final Environmental Impact Statement.
7	**Health Effects**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
8	**Impacts**	Comment is duly noted. The Draft Environmental Impact Statement notes matters of uncertainty throughout the entire document. Examples include study findings in the sections, *Air Quality, Noise, Visual Resources, Land Use, Displacements and Relocations, and Cultural Resources* in Chapter 4. In Chapter 3, *Alternatives*, reference is made to continued monitoring of design and cost to account for needed updates. On page 4-1, in the text box, "*Can the Impacts Change and, If So, How?,*" text is presented on how such dynamics are tracked.
9	**Environmental Analysis**	40 Code of Federal Regulations § 1500.1(b): NEPA procedures must insure that environmental information is available to public officials and citizens before decisions are made and before actions are taken. The information must be of high quality. Accurate scientific analysis, expert agency comments, and public scrutiny are essential to implementing NEPA. Most important, NEPA documents must concentrate on the issues that are truly significant to the action in question, rather than amassing needless detail. The Council on Environmental Quality regulations state information for decision making must be of high quality and based on accurate scientific analysis. The models, methods, and assumptions used throughout the Draft Environmental Impact Statement account for reasonably foreseeable future conditions and dismiss speculative considerations.

Code	Comment Document
	about the statistical distribution of possible outcomes for commute times. More broadly, sources of uncertainty should be addressed throughout the discussion of benefits of building the freeway.
10	Comment #8: The DEIS systematically overstates the likely benefits of building the freeway to Phoenix commuters. The estimated benefits are based on statistics for projected future traffic patterns provided by the Maricopa Association of Governments. However, these statistics are primarily extrapolations of past trends. In other words, they are "made up". They are not derived from a consistent model of residential location choice or a realistic model of commuting choices. It is difficult to believe that many workers would make residential and job location choices that would induce them to use the new freeway. Projections for future traffic congestion also fail to incorporate future growth in the share of workers who work from home or are allowed the flexibility to commute during off-peak hours. Furthermore, estimates for the opportunity cost of time used to quantify the value of reduced commute times are not consistently linked to the actual commuters who use the freeway during peak hours, but are likely driven by high-income commuters living in places such as Scottsdale who will not use the new freeway if it is build. In addition, the models of traffic congestion in the DEIS are inadequate for estimating the impact of the freeway on commute times. The DEIS fails to provide even the most basic facts about commuting. For example, what fraction of today's metro area commuters would experience a shorter commute (in terms of physical distance) if the South Mountain Freeway were built? This information can easily be obtained from the U.S. Census Bureau's annual Public Use Microdata Sample of respondents to the *American Community Survey*, which provides information on workers' house locations, job locations, time leaving home to go to work, and travel times.
11	Comment #9: Throughout the DEIS, the analysis of benefits of building the freeway is based on a false premise that the demand for transportation will be the same whether or not the freeway is built. This results in overstatement of the benefits of building the freeway. In reality, building the freeway is likely to change residential development patterns which, in turn, will increase the demand for using the freeway relative to the demand if the freeway had not been built. In other words, building the freeway will increase the demand for using the freeway due to increases in

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Code	Issue	Response
10	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix. The models, methods, and assumptions used throughout the Draft Environmental Impact Statement account for reasonably foreseeable future conditions and rightfully dismiss speculative considerations. As examples, the Maricopa Association of Governments, as the federally designated regional transportation planning agency, is nationally recognized as a leader in air quality modeling and traffic modeling and forecasting. The models used account for the assumptions made in the comment.
11	**Traffic**	The Federal Highway Administration and the U.S. Environmental Protection Agency approved the air quality conformity determination that includes the Maricopa Association of Governments regional travel demand model that produced the traffic projections used in the traffic analysis for the projecty (see page 3-27 of the Draft Environmental Impact Statement). The model is run with and without the proposed freeway. Traffic projections are regularly updated by the Maricopa Association of Governments based on studies of travel patterns and changes in land use conditions. The traffic projections in the Draft Environmental Impact Statement are from a model adopted in 2011.

Code	Comment Document
	driving by current residents, increases in commercial traffic, and increased migration to areas near the freeway. These "feedback effects" will increase congestion on the freeway, diminishing its benefits, especially for existing residents of Phoenix. This effect is well known to transportation economists as "The Fundamental Law of Road Congestion". Yet recognition of this effect is completely missing from the transportation models throughout the DEIS. In perhaps the most comprehensive empirical study of the causal relationship between road projects and traffic congestion, Duranton and Turner (2011) concluded that adding a new road with the characteristics of the South Mountain Freeway is unlikely to relieve congestion. See: Duranton, Gilles, and Matthew A. Turner. "The Fundamental Law of Road Congestion: Evidence from US Cities." *American Economic Review*. 101 (October 2011): 2616-2652.
12	Comment #10: There is overwhelming evidence in economics journals and federal regulatory evaluations that freeways produce negative externalities that substantially diminish the quality of life for those living nearby. Some of these effects will likely be reflected in reductions (or slower growth) in property values for residential neighborhoods experiencing diminished quality of life. It is standard practice to use hedonic property value methods and contingent valuation methods to quantify these costs as part of regulatory evaluations. However, no such effort is undertaken in the draft EIS. The following impacts should be quantified and included in the EIS using best practices in methods for economic valuation of environmental impacts of public projects as outlined in EPA's Guidelines for Preparing Economic Analysis: (1) effect of air pollution on property values; (2) effect of noise pollution on property values; (3) cost of water pollution produced from freeway runoff; (4) value of lost recreation benefits to joggers and bicyclists who currently use Pecos road for recreation; (5) value of diminished recreation benefits for people using South Mountain Park due to visual disamenities, noise, dust, odors, and non-visible air pollution created by the freeway; and (6) the impact of building the freeway on crime in Ahwatukee and, in turn, the effect of increased crime on property values. This last point deserves some explanation. At present, weekly statistics from the police blotter indicate that there is virtually no violent crime or property crime in western Ahwatukee. The vast majority of Ahwatukee crimes occur in the eastern part of the town close to the I-10. The lack of crime is western Ahwatukee is likely due to the fact that, as the end of a big cul-de-sac, criminals have no

Code	Issue	Response
12	**Neighborhoods/ Communities**	The Draft Environmental Impact Statement followed standard Federal Highway Administration guidance for travel time benefits. Potential additional indirect or secondary impacts, not limited to property values, were not quantified as part of this analysis. A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pages 138–47; "Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor"). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.

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	escape route. Building the freeway will provide such an escape route and increase the attractiveness of the area to criminals as a result. Those who argue in favor of building the freeway often claim that Ahwatukee residents should have known that these effects might eventually occur as a result of the freeway when they first purchased property in the area and that, as a result, the negative externalities are already capitalized into property values. This claim is false. The conventional wisdom of real estate agents and homebuyers in Ahwatukee is that the freeway would never be built and that the original 1985 plan to build the freeway was simply a relic of "pre-Ahwatukee" regional planning. As a result, the freeway will act as a shock to the local housing market and depress property values.
13	Comment #11: In the event of heavy traffic, road work, or accidents, drivers on the South Mountain Freeway are likely to use Chandler Blvd. as a bypass. GPS devices will mechanically divert drivers off the freeway and onto Chandler. This is especially true for the Chandler Blvd segment from S. 17th Ave to Desert Foothills Parkway because this segment has 4 lanes, a speed limit of 45mph, and no stop signs or traffic lights. This will create a serious public health hazard because the aforementioned segment of Chandler goes right through the residential neighborhood of "Club West". Joggers, bicyclists, families and children use Chandler Blvd during the morning and evening commute hours for recreation and to walk/bicycle to/from school and parks. Young children on foot or on bicycle and joggers with headphones are often seen crossing the street. The lack of stop signs and crosswalks is not currently a problem because traffic is light. However, with some freeway commuters using the Chandler Blvd corridor as a bypass, there is likely to be a surge in traffic accidents and traffic-related pedestrian deaths in this family-oriented residential neighborhood. These effects are entirely ignored in the DEIS.
14	Comment #12: The DEIS violates the spirit of Presidential Executive Order #13045 by failing to identify and assess the environmental health risks and safety risks that may disproportionately affect children as a result of the freeway. An example of the environmental health risk is the increase in ambient ozone concentrations that will affect children living in Ahwatukee, particularly those who use the numerous public schools and public parks located between South

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Code	Issue	Response
13	**Traffic**	Hazardous Materials Commodity Flow Studies and other information are used by emergency response planners (such as the Arizona State Emergency Response Commission statewide and the Maricopa County Local Emergency Planning Commission for Maricopa County) as one of the elements considered when developing Emergency Response Plans. If the plan were amended, it would be made available to the Arizona Department of Transportation. In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system. The City study found no adverse effects on the local street system from the freeway (see Appendix 3-1 in the Final Environmental Impact Statement). The traffic projections for Chandler Boulevard (see Figure 3-12 on page 3-29 of the Final Environmental Impact Statement) do show a reduction with the proposed freeway when compared with conditions without the proposed freeway.
14	**Health Effects**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix. With regard to noise impacts, schools were included in the categories of activities considered in the noise pollution analysis for the project in keeping with 23 Code of Federal Regulations Part 772 (see page 4-80 of the Draft Environmental Impact Statement). As stated in the Final Environmental Impact Statement on page 4-91, sensitive receivers, including schools, would be affected by implementation of the project. These impacts, however, would be mitigated as discussed in the Final Environmental Impact Statement on pages 4-90 to 4-91. Through analysis, the Federal Highway Administration has determined that the proposed project would not produce disproportionate impacts on children.

Code	Comment Document
	Mountain Park and the proposed Pecos Road alignment of the freeway. The EPA identifies children as a "sensitive group" for ambient ozone. An example of the safety risk is the increase in traffic on arterial streets that wind through residential neighborhoods in Ahwatukee, particular during periods of heavy traffic, road work, or freeway accidents when drivers will naturally use Chandler Blvd as a bypass. The traffic poses a safety risk because children frequently walk / bike / run / play on the streets that will experience increased traffic, such as Chandler Blvd from S. 17th Ave through Desert Foothills Parkway. This will increase the risk of accidental deaths of children.
	9

Code	Issue	Response

Code	Comment Document
1	Susan Lacke Document Created: 5/21/2013 7:29:03 PM by Web Comment Form As someone who lives in the proposed Eastern Section of the Loop 202 South Mountain Freeway, I am discouraged that this is even being considered. Why can't this money be spent on sustainable efforts, such as a rail system, which will allow people to commute without the environmental impact? I would throw 100 percent of my support behind a rail project - but encouraging even more dependance on fossil fuels and destroying what little nature we have left in this city is not the way to go. It's shameful that this is even being considered. Let's start making choices that will result in a healthy environment for future generations.

Code	Issue	Response
1	**Alternatives, Nonfreeway Alternatives**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 INCOMING CALL TIME: 6:53 PM CALLER: JIM LACOTTA ADDRESS: GILBERT, AZ PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I am in favor of the South Mountain Freeway. Thank you. Goodbye.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway Comments
Date: Tuesday, July 23, 2013 1:18:47 PM

F.Y.I.

Thank you,

Salina Tovar
Community Relations Officer
1655 W. Jackson St.
MD 126F, Room 170
Phoenix, AZ 85007
602.712.4629
azdot.gov

ADOT Communications

From: Lisa LaForest [mailto:lisalaforestphx@gmail.com]
Sent: Tuesday, July 23, 2013 1:17 PM
To: Projects
Subject: South Mountain Freeway Comments

I strongly oppose the building of South Mountain Freeway. Although this freeway has been in the works for the past 30 years, poor planning / action has occurred during this time to preserve the land for future freeway use. Instead, lots of land was sold to builders to build thousands of homes in this quite area of Phoenix. As a result a beautiful community was created. Now through ADOTs actions, this community is on the verge of being destroyed. The dynamic of this community will NOT be the same if this freeway is built. Many people who live in Ahwatukee chose this area because it is quiet, safe, and easy to get around without traffic. This area is unique in that you get a small town feel with close access to big city amenities. This freeway will significantly increase the pollution, traffic and noise and destroy every great aspect of this community.

If one of the goals is to reduce traffic in the Phoenix, then how will this freeway help? By building more freeways, traffic is NOT reduced; it's only redistributed. Why hasn't there been a concentrated effort to expand our public transportation such as the light rail system?

Code	Issue	Response
1	**Social Conditions**	While the City has some ability to control development through its zoning ordinances, the City does not have the authority to stop private land from being developed. The Arizona Department of Transportation was able to acquire large tracts of land along the Pecos Road alignment in the 1980s, but funding shortfalls kept the Arizona Department of Transportation from acquiring all of the needed land. Developers were aware of the potential freeway and made the decision to develop the land based on the risk that the freeway would eventually be built. Citizens were also aware of the potential and chose to buy homes near the freeway despite the same risk. Information related to freeway awareness and the responsibilities of the City of Phoenix, developers, and the Arizona Department of Transportation related to disclosure of the planning for the freeway is presented on page 4-13 of the Final Environmental Impact Statement.
2	**Neighborhoods/ Communities**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
3	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
4	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
6	**Noise**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

(Responses continue on next page)

Code	Comment Document
	This will have a greater impact of reducing traffic by taking cars off the road instead of moving them elsewhere and increasing the area of pollution. Plus a larger more efficient public transportation system will draw more local people to visit the downtown area and other parts of the valley. And if we had a significantly better public transportation system, it will likely draw other people from around the country to consider Phoenix as a place to live because of the ease of getting around town without relying on high cost fuel cars.
9	Another concern of mine is that this "route" will ultimately be a big truck bypass, creating even more noise, pollution and traffic that what was "studied". The simulation video did not depict the big trucks passing through. This area hasn't been adequately addressed.
	Overall, I think this freeway will do more harm than good. **I DO NOT want this freeway in my "backyard".** ADOT needs to seriously reconsider the impact this project will have on already well-established community areas.
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
7	**Purpose and Need**	The purpose of the proposed action is not to reduce traffic. The analysis used to assess the purpose and need for the proposed freeway followed Federal Highway Administration guidance. The proposed freeway is needed to serve projected growth in population and accompanying transportation demand and to correct existing and projected transportation system deficiencies. See Chapter 1, *Purpose and Need*, in the Final Environmental Impact Statement. The proposed freeway is part of the *Regional Transportation Plan* for the Maricopa Association of Governments region. The *Regional Transportation Plan*, as described on pages 1-5 and 1-10 of the Final Environmental Impact Statement, addresses freeways, streets, transit, airports, bicycle and pedestrian facilities, freight, demand management, system management, and safety. The proposed freeway is only one part of the overall multimodal transportation system planned to meet the travel demand needs of the Maricopa Association of Governments region.
8	**Alternatives, Nonfreeway Alternatives**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
9	**Purpose and Need, Truck Bypass**	

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 05/9/13 — INCOMING CALL TIME: 3:06 PM CALLER: GEORGE LAFRANCE — CALLER ADDRESS: 25240 SOUTH FOXGLENN DRIVE, SUN LAKES, AZ 85248 PHONE: — EMAIL: **CALLER REMARKS/QUESTIONS:** I support the planning and construction of the South Mountain Freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

Aaron Lahman

Document Created: 6/11/2013 7:17:34 PM by Web Comment Form

1 2 3 4 5 6 7

Hello. I am writing in opposition to the building of the South Mountain Freeway. I find the proposed construction of this highway deeply troubling due to a) its intrusion into sacred and historic sites of the native community of the area, b) its impact on natural areas, and c) the fact that it further commits our community to a car culture that will exacerbate sprawl, noise and air pollution, and climate change.

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As a resident in the Phoenix area, I am quite dismayed by the lack of widespread mass transit options. This would seem to be a wonderful opportunity to redirect the billions to be spent on yet another highway toward innovative and wide-reaching transit options that encourage residents to move away from car travel and toward more sustainable transit options. This is particularly urgent as we see our area experiencing the impacts of climate change, especially in regard to rising temperatures and stress on our water supply. Continuing to promote car travel can only make these problems worse.

Code	Issue	Response
1	**Cultural Resources**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Section 4(f) and Section 6(f)**	
3	**Biology, Plants, and Wildlife**	
4	**Neighborhoods/ Communities**	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.
5	**Noise**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
6	**Air Quality**	

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
7	**Air Quality**	Climate change is an important national and global concern. While the earth has gone through many natural changes in climate in its history, there is general agreement that the earth's climate is currently changing at an accelerated rate and will continue to do. Human-caused greenhouse gas emissions contribute to this rapid change. Carbon dioxide makes up the largest component of these greenhouse gas emissions. Other prominent transportation-related Greenhouse gases include methane and nitrous oxide. Greenhouse gases trap heat in the earth's atmosphere. Because the atmospheric concentration of greenhouse gases continues to climb, our planet will likely continue to experience climate change-related phenomena (see Final Environmental Impact Statement pages 4-85 through 4-86). To date, no national standards have been established regarding greenhouse gases. Greenhouse gases are different than other air pollutants evaluated in federal environmental reviews because their impacts are not localized or regional due to their rapid dispersion into the global atmosphere. The affected environment for greenhouse gas emissions is the entire planet. In contrast to broad-scale actions such as those involving an entire industry sector or very large geographic areas, it is difficult to isolate and understand greenhouse gas emissions' impacts for a particular transportation project. Furthermore, presently there is no scientific methodology for attributing specific climatological changes to a particular transportation project's emissions. Under the National Environmental Policy Act, detailed environmental analysis should focus on issues that are significant and meaningful to decision making. The Federal Highway Administration has concluded, based on the nature of greenhouse gas emissions and the exceedingly small potential greenhouse gas impacts of the proposed freeway (as shown in Final Environmental Impact Statement Table 4-37 on page 4-85), that greenhouse gas emissions from the proposed freeway would not result in "reasonably foreseeable significant adverse impacts on the human environment" [40 Code of Federal Regulations § 1502.22(b)].
8	**Alternatives, Nonfreeway Alternatives**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
9	**Purpose and Need**	The proposed freeway is part of the *Regional Transportation Plan* for the Maricopa Association of Governments region. The *Regional Transportation Plan*, as described on pages 1-5 and 1-10 of the Final Environmental Impact Statement, addresses freeways, streets, transit, airports, bicycle and pedestrian facilities, freight, demand management, system management, and safety. The proposed freeway is only one part of the overall multimodal transportation system planned to meet the travel demand needs of the Maricopa Association of Governments region.
10	**Heat Island**	As buildings, parking lots, roads, and other infrastructure replace open land and vegetation, an urban heat island may result. The heat island effect is of a regional nature and, therefore, there is no requirement to analyze potential impacts and no possibility of determining the localized contribution at the project level to the regional heat island effect. It is likely, however, that a proposed project such as the South Mountain Freeway would be a minor contributor to the overall issue.

Code	Comment Document

LOOP 202
South Mountain
Freeway Study

2013

Draft Environmental Impact Statement
COMMENT FORM

Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.

ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

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- How the proposed action would affect you.

Comments must be received or postmarked by July 24, 2013.

I live in Central Phoenix, just near Baseline and Central. As you know, Baseline is the main corridor for people who live in Laveen and work/shop in the east valley. I suspect that an interchange on the proposed freeway at Baseline will now funnel even more traffic through the area. In fact, all of the west and northwest valley will now have access to east-west roads through south Phoenix. Already when there is a problem on I-17 or I-10, Baseline becomes a parking lot. Now imagine the potential for a problem on any of the I-10, I-17, **OR** Loop 202. Baseline will bear the full brunt. 1

Perhaps south Phoenix, because it is home to many lower economic residents of Phoenix, is not of particular import

(over)

Optional

Name Claudia Laschen Email downtownlocal@hotmail.com

Address 130 E. Greenway Rd

City Phoenix State AZ Zip 85042

Phone Fax

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov **or mailed to:** ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150

ADOT U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	**Traffic**	As shown in Figure 3-12 on page 3-29 of the Final Environmental Impact Statement, traffic on Baseline Road between 17th Avenue and 48th Street would be less in 2035 with the proposed freeway than without the proposed freeway.

Code	Comment Document

LOOP 202
South Mountain
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Draft Environmental Impact Statement
COMMENT FORM

Additional Comments:

to the powers that be. We certainly saw that when the city council thumbed its nose at the Baseline Master Plan and allowed developers to run roughshod over the area.

Another consideration is the Phoenix Point of Pride - South Mountain Park. The road to San Juan lookout, which is closed to traffic everyday except for one weekend per month, goes through a valley that is a quiet haven. That, of course, will no longer be true when a freeway runs adjacent. What good is the claim to "the largest city park" if that park is perpetually bombarded with traffic noise? How is it possible that we do not have space and inclination for just one quiet retreat within the confines of this sprawling city?

I urge you to reconsider the plan to build a freeway with so much impact on South Mountain park.

2

3

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-160

ADOT U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
2	**Section 4(f) and Section 6(f)**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Noise**	

Code	Comment Document

LOOP 202
South Mountain
Freeway Study

2013

Draft Environmental Impact Statement
COMMENT FORM

Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.

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- How the proposed action would affect you.

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I am (We are)
Very worried about the size and location of the freeway. Living in the Foothills Reserve against South Mtn, I am worried about the pollution, air quality from diesel trucks and the noise. (1) (2)
A 20 foot high wall will put us in a "prison" like environment and the heat effect will cause more respiratory problems (3) and heat build up. (4) (5)

Why not continue Pecos Rd as a Parkway? Leave the rail rights, provide the through passage, and discourage the trucks that will ruin our way of life. (6) (7)
As retirees, we are stuck. Can't sell, can't afford to move. (8)

Optional

Name Bob Pat Laity Email rplaity408@cox.net
Address 16827 S. 30th DR, Phoenix
City 85045 State Zip
Phone Fax

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov **or mailed to:** ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)

ADOT U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Noise**	
3	**Air Quality**	According to the Arizona Department of Transportation, 2013, *Air Quality Assessment South Mountain Freeway 202L Draft Report*, review of wind data from the Gila River Indian Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows and stable atmospheric conditions, wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns tend to flow from the east to the lower elevations along the Gila River. During the warmer hours' improved mixing, flows typically follow the river channel and come from the north and northwest. Likewise, during a 1-month-long meteorological monitoring period (November 20, 2006, through December 21, 2006) at Pecos Road and 40th Street and a second 1-month-long monitoring period at Pecos Road and 24th and 40th streets (April 19, 2007, through May 21, 2007), winds during the morning hours typically were from the northeast. During the warmer hours, and with improved mixing, winds typically were from the west.
4	**Health Effects**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Heat Island**	As buildings, parking lots, roads, and other infrastructure replace open land and vegetation, an urban heat island may result. The heat island effect is of a regional nature and, therefore, there is no requirement to analyze potential impacts and no possibility of determining the localized contribution at the project level to the regional heat island effect. It is likely, however, that a proposed project such as the South Mountain Freeway would be a minor contributor to the overall issue.
6	**Alternatives**	In the best-case scenario, a parkway would carry approximately 105,000 vehicles per day, well below the average daily traffic on the proposed freeway, which would range from 117,000 to 190,000 vehicles per day (see Final Environmental Impact Statement page 3-19). As a result, the Arizona Parkway would lack sufficient capacity to meet projected travel demand. The Arizona Parkway would not adequately address the projected transportation system capacity deficiency, would not remove a sufficient amount of traffic from arterial streets, and, therefore, would not meet the project's purpose and need. For these reasons, the Arizona Parkway was eliminated from further consideration
7	**Purpose and Need, Truck Bypass**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
8	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: PLEASE BUILD THE 202 NOW
Date: Monday, May 20, 2013 10:51:38 AM

From: Kirk Lamb [mailto:kirk@dalsaz.com]
Sent: Monday, May 20, 2013 10:29 AM
To: Projects
Subject: PLEASE BUILD THE 202 NOW

1 ADOT, I've been patiently waiting for this section of Freeway to be built, 20+ years now. I think it the most critical link to alleviate truck traffic and commuter pass thru traffic from downtown I-10 and I-17. This would have provided much better benefit to Arizonans than the north portion of 303. This should have been built long time ago.

Kirk Lamb
Direct Access Legal Services, LLC.
480-464-8484 Office
480-464-8383 Fax

DIRECT ACCESS
LEGAL SERVICES

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Ddgangemi
To: Projects
Subject: Alternate Loop 202
Date: Wednesday, July 24, 2013 5:30:24 PM
Attachments: Alternate_Loop_202.pptx

Attached is my input for an alternate alignment of the South Mountain Freeway.

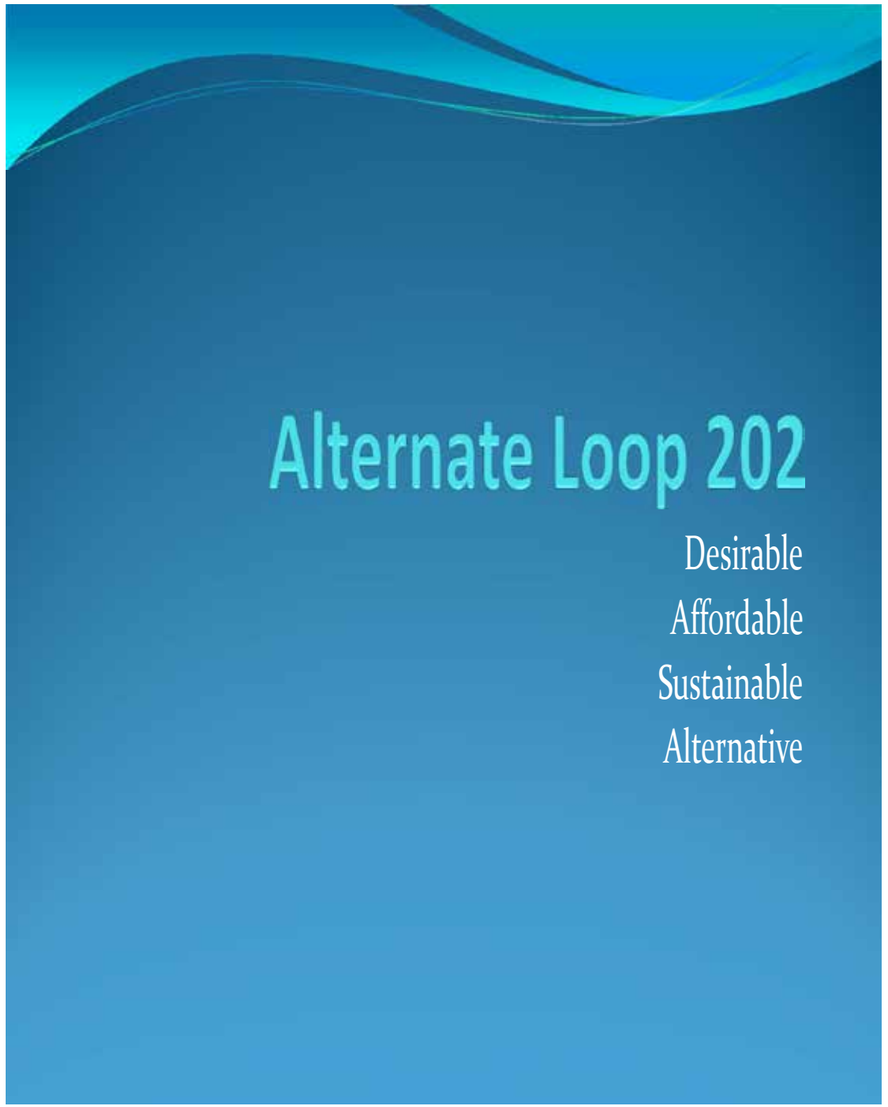
Thank you,
Jerry Lamb
(480) 620-0689

[

Code	Issue	Response

(Comment codes begin on later page)

Code	Comment Document



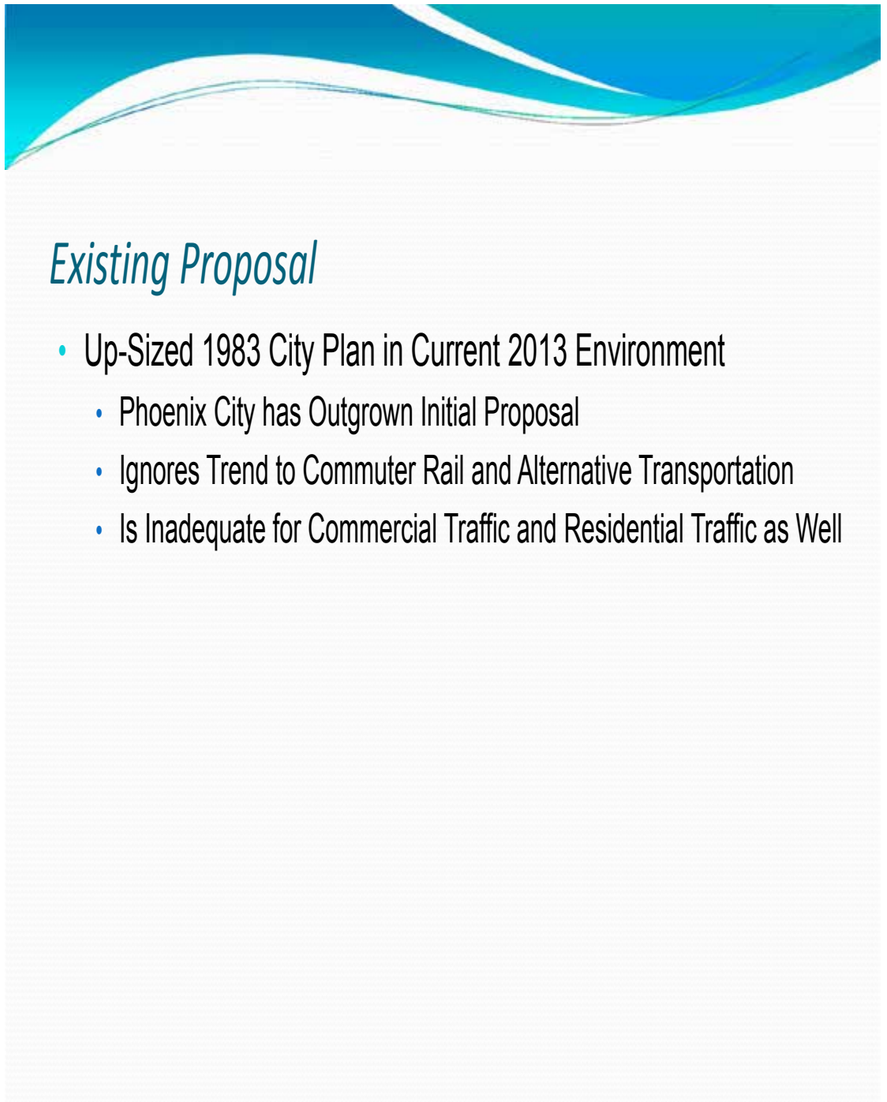
Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document

Code	Issue	Response
1	**Surface Water**	Alternative crossings of the Salt River were studied as part of the environmental impact statement process and are discussed in Draft Environmental Impact Statement pages 4-110 through 4-112. Impacts resulting from the proposed action crossing the Salt River would be addressed in a Clean Water Act Section 404 permit if an action alternative were to become the Selected Alternative. Washes, streams, rivers, and wetlands delineated as waters of the United States, or jurisdictional waters are regulated by the U.S. Army Corps of Engineers through use of Section 404 permits. When avoidance of waters of the United States is not practicable, minimization of impacts would be achieved, and unavoidable impacts would be mitigated to the extent reasonable and practicable. The permitting process for Section 404 requires Clean Water Act Section 401 certification. This certification is regulated by the Arizona Department of Environmental Quality for waters of the United States, except on tribal land, where it is regulated by the U.S. Environmental Protection Agency. For construction of the proposed action, the Arizona Department of Transportation and its contractors would be required to comply with Sections 401 and 404 of the Clean Water Act and ensure that permit conditions and mitigations would be met during construction. The general and special conditions of the Section 404 Individual Permit would minimize impacts on waters of the United States to the extent practicable.
2	**Neighborhoods/ Communities**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
3	**Cultural Resources**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
4	**Hazardous Materials**	
5	**Design**	The Interstate 10/Pecos Road/State Route 202 Loop system traffic interchange was constructed to be able to accommodate the proposed action and would not have to be removed.

Code	Comment Document



Code	Issue	Response
6	**Purpose and Need, Old Plan or Use of Old Data**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
7	**Alternatives, Nonfreeway Alternatives**	
8	**Alternatives**	The proposed freeway would be capable of accommodating both residential and commercial traffic, just as all existing freeways in the Phoenix metropolitan area do. The Maricopa Association of Governments regional travel demand model forecasts approximately 10 percent truck traffic on the South Mountain Freeway in 2035 (see Final Environmental Impact Statement page 3-64). This forecast truck traffic is based on existing traffic studies and projected socioeconomic data. This percentage is similar to current conditions on Interstate 10 between Loop 101 and Interstate 17 and on U.S. Route 60.

Code	Comment Document

Code	Issue	Response

(Comment codes continue on next page)

Code	Comment Document

Code	Issue	Response
9	**Purpose and Need, Truck Bypass**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
10	**Alternatives**	The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other "loop" freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. The alignment proposed in the comment is similar to freeway alignments proposed for State Route 303L south of Interstate 10 and the Hassayampa Freeway (as described in the Maricopa Association of Governments *Interstate 10/Hassayampa Valley Roadway Framework Study* and the *I-8/I-10 Hidden Valley Transportation Framework Study*). The alignment would be similar to the State Route 85/Interstate 10 Alternative evaluated for the proposed project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.
11	**Alternatives**	In the best-case scenario, a parkway would carry approximately 105,000 vehicles per day, well below the average daily traffic on the proposed freeway, which would range from 117,000 to 190,000 vehicles per day (see Final Environmental Impact Statement page 3-19). As a result, a Parkway would lack sufficient capacity to meet projected travel demand. A Parkway would not adequately address the projected transportation system capacity deficiency, would not remove a sufficient amount of traffic from arterial streets, and, therefore, would not meet the project's purpose and need. For these reasons, a Parkway was eliminated from further consideration. Also, the alignment proposed in the comment would be located primarily within Gila River Indian Community land. The Gila River Indian Community has not given permission to study in detail alternatives on its land. Tribal sovereignty is based in the inherent authority of Native American tribes to govern themselves. While this notion of sovereignty is manifested in many areas, generally Native American land is held in trust by the United States. Native American communities have the authority to regulate land uses and activities on their lands. States have very limited authority over activities within tribal land (see page 2-1 of the Draft Environmental Impact Statement). From a practical standpoint, this means that the Arizona Department of Transportation and Federal Highway Administration do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or condemn tribal land for public benefit through an eminent domain process.

(Comment codes continue on next page)

Code	Comment Document
7	

Code	Issue	Response

Code	Comment Document

LOOP 202
South Mountain
Freeway Study

2013

Draft Environmental Impact Statement
COMMENT FORM

Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.

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- A particular alternative, environmental impact assessment, and/or draft mitigation.
- Any information you feel is incomplete or incorrect.
- How the proposed action would affect you.

Comments must be received or postmarked by July 24, 2013.

1 Love It. Build It.

Optional

Name Philip Lambiase Email Philip Lambiase

Address 5410 W. Grenadine Road

City LAveen State Az Zip 85339

Phone 602. 361-4019 Fax

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov **or mailed to:** ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 12-150

ADOT U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1		Comment noted.

Code	Comment Document

LOOP 202
South Mountain
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2013

Draft Environmental Impact Statement
COMMENT FORM

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- How the proposed action would affect you.

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1 (1) The pollution impact on our neighborhoods and schools would be significant. Two elementary schools would be directly behind
2 3 the wall which would not hold back pollution. The Foothills slope up and the mountains would trap the pollution.
4 (2) Noise. Again, the wall would have minimal impact because of the staircase elevation.
5 (3) Safety: This would become a trucker route. This would increase truck traffic that would come into the Foothills and create a hazards. This truck traffic is not safe,
6 is noisy (see #2), and would add pollution (see #1)
7 (4) This will destroy sacred Native American land. Have we not learned from our previous mistreatment of Native Americans?

Optional

Name: Michael Lamp Email: michaellamp73@gmail.com
Address: 16047 S. 9th Pl
City: Phx. State: AZ. Zip: 85048
Phone: Fax:

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov **or mailed to:** ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

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ADOT U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Health Effects**	
3	**Air Quality**	According to the Arizona Department of Transportation, 2013, *Air Quality Assessment South Mountain Freeway 202L Draft Report*, review of wind data from the Gila River Indian Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows and stable atmospheric conditions, wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns tend to flow from the east to the lower elevations along the Gila River. During the warmer hours' improved mixing, flows typically follow the river channel and come from the north and northwest. Likewise, during a 1-month-long meteorological monitoring period (November 20, 2006, through December 21, 2006) at Pecos Road and 40th Street and a second 1-month-long monitoring period at Pecos Road and 24th and 40th streets (April 19, 2007, through May 21, 2007), winds during the morning hours typically were from the northeast. During the warmer hours, and with improved mixing, winds typically were from the west.
4	**Noise**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix. As discussed in the Noise Analysis Technical Report prepared for the Final Environmental Impact Statement, the proposed South Mountain Freeway was modeled in the latest version of the Traffic Noise Model (version 2.5). This is a three-dimensional model that factors in elements of the proposed freeway using x, y, and z coordinates. The model did account for the elevations of the freeway, nearby homes, which may be elevated above the roadway, and any recommended barriers between the homes and freeway. This is the same procedure and same model used for other freeway projects in the Valley and across the country.
5	**Purpose and Need, Truck Bypass**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
6	**Noise**	The Maricopa Association of Governments regional travel demand model forecasts approximately 10 percent truck traffic on the South Mountain Freeway in 2035 (see Final Environmental Impact Statement page 3-64). This percentage is similar to current conditions on Interstate 10 between Loop 101 and Interstate 17 and on U.S. Route 60. Air quality and noise modeling for the Draft and Final Environmental Impact Statements used this forecast truck traffic (see Final Environmental Impact Statement pages 4-68 and 4-100, respectively). Noise mitigation is designed for this predicted noise level, including the noise from trucks.

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
7	**Cultural Resources**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

5027

1 MR. LANCE: Basically, we moved to the community
2 about three years ago. We live in the Foothills, right
3 alongside of Pecos, so we're right next to the golf course. We
4 purchased it before, right when we started our family. And we
5 purchased here because of the safety and the security, the
6 seclusion. Our big concern here now is: With Pecos becoming
7 the interstate highway, a lot of that is going to be lost. Not
8 only the safety aspect but the environmental aspect, the air
9 quality, the way of life, the hiking. All of those things that
10 we were drawn to with the Ahwatukee Foothills is going to be
11 taken away in respect to what we were expecting when we moved
12 in here.
13 So it's a big concern because, even for the
14 families that live here and have moved here for that quality,
15 even before the highway is open, that eight- to nine-year
16 period where they're building this highway will also have an
17 impact on our quality. Our air, our breathing, our noise is
18 all going to be altered, not to mention the depreciation of our
19 house values that come during that time if for any reason we
20 choose to move because of what we don't have anymore.
21 So I don't know how to convey that in a way that's
22 not about me but about the rest of the people in the community,
23 as well. Not to mention, our church will have to be torn down,
24 something that we've been a part of for now three years and
25 won't be able to attend anymore.

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Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com

Code	Issue	Response
1	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
3	**Construction**	The construction duration for the entire 22-mile-long freeway would be approximately 5 to 6 years (see page 3-59 of the Final Environmental Impact Statement). The project would be constructed in segments similar to how other freeways in the region have been constructed. The total duration of construction for the segment along Pecos Road would only be approximately 1 to 2 years. To reduce the amount of construction dust generated, particulate control measures related to construction activities must be followed. The following mitigation measures would be followed, when applicable, in accordance with the most recently accepted version of the Arizona Department of Transportation *Standard Specifications for Road and Bridge Construction* (2008). Prior to construction and in accordance with Maricopa County Rule 310, Fugitive Dust Ordinance, the contractor shall obtain an approved dust permit from Maricopa County Air Quality Department for all phases of the proposed action. The permit describes measures to be taken to control and regulate air pollutant emissions during construction (see page 4-173 of the Final Environmental Impact Statement)
4	**Noise**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix. It is difficult to estimate construction-related noise levels because they depend on numerous factors, such as construction phasing, staging of equipment and materials, and work schedules. As reported on page 4-98 of the Final Environmental Impact Statement, construction noise levels during certain phases could be as high as 85 A-weighted decibels for short periods. As equipment would move on to other areas, noise levels would be lower. Where feasible, noise barriers would be constructed as early as possible during construction to shield adjacent properties from construction-related noise.
5	**Economics, Socioeconomics**	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values. A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.

(Responses continue on next page)

Code	Comment Document
8	1 So just some of the small impacts. There's a 2 greater good, maybe. But, based on the research I've done, 3 there is not -- it's not going to be a faster alternative to 4 get to the other side of the Valley. It's actually going to 5 take a few minutes more. So the environmental impact way 6 outweighs the need for that transportation. 7 I guess that's all I really need to say. 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 Page 32 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response
6	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
7	**Neighborhoods/ Communities**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
8	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Loop 202
Date: Friday, June 28, 2013 9:07:26 AM
Attachments: image001.png

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov
ADOT Communications

From: Tannis Land [mailto:tland@shaw.ca]
Sent: Thursday, June 27, 2013 11:00 PM
To: Projects
Subject: Loop 202

Hello,
I just wanted to make some comments on the proposed extension of the 202. I am a home owner in the Foothills Reserve and do have concerns. We have owned our home for 6 years there and have enjoyed the peace and quiet the area offers. Putting a freeway through will definitely disrupt that. It will be a shame that so many houses will have to torn down and I can't figure out why they would have been allowed to build there since this extension has been talked about for so long. I also wonder what will happen to the natural habitat area that is down the street from me. I thought that was to stay undisturbed but it is in your path for the freeway. Another concern I have it that if this goes ahead, all of us will only have one way to come and go from our area. As much as we really only have one now, should for some reason that road be closed, we could still drive across the dirt where the proposed road is to go. We will have no back up plan should we have to evacuate or any other emergency. Also the concern of our property values going down. Our homes are just starting to rise in value again and this will make them drop some. My biggest concern will be the air quality and noise pollution. We are surrounded by South Mountain and the Estrellas. There is no place for the air pollution to go and the noise from the cars will just bounce off the mountains for us to listen to 24/7. I do hope the city is still trying to do some kind of deal with the reservation land or could you not use Riggs Rd? I will be a shame to see our area disrupted with this freeway.

Tannis Land
16830 S Coleman Street
Phoenix 85045

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Code	Issue	Response
1	**Neighborhoods/ Communities**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
2	**Social Conditions**	While the City has some ability to control development through its zoning ordinances, the City does not have the authority to stop private land from being developed. The Arizona Department of Transportation was able to acquire large tracts of land along the Pecos Road alignment in the 1980s, but funding shortfalls kept the Arizona Department of Transportation from acquiring all of the needed land. Developers were aware of the potential freeway and made the decision to develop the land based on the risk that the freeway would eventually be built. Citizens were also aware of the potential and chose to buy homes near the freeway despite the same risk. Information related to freeway awareness and the responsibilities of the City of Phoenix, developers, and the Arizona Department of Transportation related to disclosure of the planning for the freeway is presented on page 4-13 of the Final Environmental Impact Statement.
3	**Biology, Plants, Wildlife**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
4	**Traffic**	The extension of Chandler Boulevard west of 19th Avenue is included in this project because reasonable access must be maintained to the neighborhoods at the west end of Pecos Road (see Figure 3-33 on page 3-57 in the Final Environmental Impact Statement). Early in the study process a traffic interchange at approximately 27th Avenue was evaluated but ultimately eliminated because of increased residential displacements and cost. The freeway construction staging plan for the area along Pecos Road would allow for keeping east–west travel open during construction. One side of the freeway would be constructed while traffic remained on Pecos Road. When complete, traffic would be shifted from Pecos Road to the new freeway. At that time, the other side of the freeway would be built. Therefore, traffic would be able to continue to operate as it currently does during construction. However, temporary detours may be needed during construction. (See Final Environmental Impact Statement page 3-27.)
5	**Economics, Socioeconomics**	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values. A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
6	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
7	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
8	**Noise**	

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
9	**Air Quality**	According to the Arizona Department of Transportation, 2013, *Air Quality Assessment South Mountain Freeway 202L Draft Report*, review of wind data from the Gila River Indian Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows and stable atmospheric conditions, wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns tend to flow from the east to the lower elevations along the Gila River. During the warmer hours' improved mixing, flows typically follow the river channel and come from the north and northwest. Likewise, during a 1-month-long meteorological monitoring period (November 20, 2006, through December 21, 2006) at Pecos Road and 40th Street and a second 1-month-long monitoring period at Pecos Road and 24th and 40th streets (April 19, 2007, through May 21, 2007), winds during the morning hours typically were from the northeast. During the warmer hours, and with improved mixing, winds typically were from the west.
10	**Noise**	As discussed in the Noise Analysis Technical Report prepared for the Final Environmental Impact Statement, the proposed South Mountain Freeway was modeled in the latest version of the Traffic Noise Model (version 2.5). This is a three-dimensional model that factors in elements of the proposed freeway using x, y, and z coordinates. The model did account for the elevations of the freeway, nearby homes that may be elevated above the road, and any recommended barriers between the homes and freeway. This is the same procedure and same model used for other freeway projects in the Phoenix metropolitan area and across the country.
11	**Alternatives, Gila River Indian Community Alignment**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
12	**Alternatives**	A Riggs Road Alternative was considered. It would replace 51st Avenue south of its connection to Interstate 10 (Papago Freeway) for approximately 21 miles. It would then replace approximately 4 miles of Beltline Road in an easterly direction. At the Riggs Road/State Route 347 intersection, the alternative would replace approximately 3 miles of Riggs Road before connecting to Interstate 10 (Maricopa Freeway) (see Final Environmental Impact Statement page 3-9). While the Riggs Road Alternative would serve regional mobility needs, particularly of those living in the Maricopa area, meeting this travel demand would not address specific planning goals for an integrated regional transportation network. The *Regional Transportation Plan* identifies the proposed South Mountain Freeway as a critical link in the Regional Freeway and Highway System. The Riggs Road Alternative would not complete the Phoenix metropolitan area's loop system as part of State Route 202L, thereby causing substantial out-of-direction travel for motorists. Therefore, the Riggs Road Alternative would not meet the project's purpose and need criteria and was eliminated from further study. In addition, nearly two-thirds of any alternative using Riggs Road would be on Gila River Indian Community land. Tribal sovereignty is based in the inherent authority of Native American tribes to govern themselves. While this notion of sovereignty is manifested in many areas, generally Native American land is held in trust by the United States. Native American communities have the authority to regulate land uses and activities on their lands. States have very limited authority over activities within tribal land (see page 2-1 of the Final Environmental Impact Statement). From a practical standpoint, this means that the Arizona Department of Transportation and Federal Highway Administration do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or condemn tribal land for public benefit through an eminent domain process.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 7/23/13 INCOMING CALL TIME: 6:52 PM CALLER: SHIRLEY LANDERS CALLER ADDRESS: 9745 WEST TONAPAH DRIVE, PEORIA, ARIZONA 85382 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** Please build the South Mountain freeway. It will give us jobs and we need it for the traffic too. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Public Comments - Draft EIS South Mtn Freeway
Date: Wednesday, May 22, 2013 10:51:42 AM

From: Beth Landish [mailto:bethlandish@hotmail.com]
Sent: Tuesday, May 21, 2013 4:27 PM
To: Projects
Cc: Beth Landish
Subject: Public Comments - Draft EIS South Mtn Freeway

Attn: Study Team Panel

1 Hello. I would like to submit my comments in favor of building the South Mountain Freeway and completing the Loop 202. As a resident of Laveen, I built my house with the plan that the freeway would be built. After large shopping centers that were slated to be completed years ago backed out I started to be discouraged. It's clearly not feasible for the Laveen area to have growth without the freeway being built.

I think that the freeway would lessen traffic congestion. Since we in Laveen only have major streets like 35th Av, 51st Av, and 67th Av to reach the I-10 in the north, or taking Baseline Rd clear east to hit the I-10 there, we are constantly traveling on city streets. In addition to regular vehicle traffic, we constantly deal with semi-trucks and trailers coming through our residential areas because it's the only path they're able to take. With the South Mountain Freeway the trucks would be able to use the freeway and get off the neighborhood streets.

There is money to build this freeway. Many, many years ago it was voter approved (twice!) and it's time to make good on what the people voted for.

The people of Laveen, southwest Phoenix, and north along the proposed W59 route, would all benefit from the freeway. Not only would building the freeway create jobs, but the stores and businesses that would come along the route would also create jobs and keep shopping in our local areas.

It is time to build this freeway.

I also want to say thank you for the great resources as I was finally able to see the visual simulation of what it may look like! Since I live very close to the proposed route I've always been a bit nervous about how it would look. While nothing is perfect, I think the impact on traffic congestion of having the freeway built and the possible economic opportunities that will come with it, are all well worth it.

Please let me know if you require additional information identifying me as an Arizona,

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	Phoenix, and Laveen Village resident. Regards, Beth A. Landish Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments. .

Code	Issue	Response

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Public Comments - Draft EIS South Mtn Freeway
Date: Wednesday, May 22, 2013 10:49:46 AM

From: Beth Landish [mailto:bethlandish@hotmail.com]
Sent: Tuesday, May 21, 2013 5:11 PM
To: Projects
Cc: Beth Landish
Subject: RE: Public Comments - Draft EIS South Mtn Freeway

Hello. I'm sorry but I would like to add some more comments.

1 2 I wanted to add that I am concerned about noise and the aesthetic look of the freeway. Being that my property is very close the proposed route I fear the noise that the freeway will bring. I am hopeful that the proposed sound barriers near communities would automatically be included. I would also like to see some sort of pedestrian or biking pathways that are nearby, as not everyone drives. 3

4 I hope that ADOPT will consider how wildlife will be displaced. I know the video states that in areas animals will be able to pass below the freeway, but I want particular attention paid to how the freeway will affect them.

I am pro-202 but do have reservations. I don't want a Walmart outside my driveway. But I do think the freeway is needed for all the benefits it will bring.

Thank you again for your time.

Beth A. Landish
6355 W. Beverly Rd.
Laveen, AZ 85339

From: bethlandish@hotmail.com
To: projects@azdot.gov
CC: bethlandish@hotmail.com
Subject: Public Comments - Draft EIS South Mtn Freeway
Date: Tue, 21 May 2013 16:26:58 -0700

Attn: Study Team Panel

Hello. I would like to submit my comments in favor of building the South Mountain Freeway

Code	Issue	Response
1	**Noise**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Visual Resources**	The Arizona Department of Transportation Roadside Development Section is responsible for assigning a wide range of standard treatment applications and wall materials, including color, to noise barriers and other structures. Typically the community where the wall will be constructed would work closely with its City Architect or planning department to decide on a theme for the wall. Usually, this can be accomplished by using the Arizona Department of Transportation's standard applications. As an example, for State Route 101 Loop (Pima Freeway) in Scottsdale, the City of Scottsdale chose to add public art to the noise barriers. The City's intent went above and beyond the Arizona Department of Transportation's guidelines of reasonable aesthetic treatment and, therefore, the Arizona Department of Transportation did not fund the aesthetic portion of the project. The Arizona Department of Transportation and the City of Scottsdale entered into an intergovernmental agreement for the purposes of allowing Scottsdale rights to design and construct artistic embellishment on the Arizona Department of Transportation-supplied noise barrier. The Arizona Department of Transportation provided the funds for construction of the noise barriers themselves, but the City of Scottsdale provided the funds to cover the aesthetic portion of the walls. Final Environmental Impact Statement page 4-171 explains the process municipalities might take to achieve the desired aesthetic treatment for noise barriers or other structures.
3	**Neighborhoods/ Communities**	The study has considered concepts for parallel multiuse paths; however, the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.
4	**Biology, Plants, and Wildlife**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

and completing the Loop 202. As a resident of Laveen, I built my house with the plan that the freeway would be built. After large shopping centers that were slated to be completed years ago backed out I started to be discouraged. It's clearly not feasible for the Laveen area to have growth without the freeway being built.

I think that the freeway would lessen traffic congestion. Since we in Laveen only have major streets like 35th Av, 51st Av, and 67th Av to reach the I-10 in the north, or taking Baseline Rd clear east to hit the I-10 there, we are constantly traveling on city streets. In addition to regular vehicle traffic, we constantly deal with semi-trucks and trailers coming through our residential areas because it's the only path they're able to take. With the South Mountain Freeway the trucks would be able to use the freeway and get off the neighborhood streets.

There is money to build this freeway. Many, many years ago it was voter approved (twice!) and it's time to make good on what the people voted for.

The people of Laveen, southwest Phoenix, and north along the proposed W59 route, would all benefit from the freeway. Not only would building the freeway create jobs, but the stores and businesses that would come along the route would also create jobs and keep shopping in our local areas.

It is time to build this freeway.

I also want to say thank you for the great resources as I was finally able to see the visual simulation of what it may look like! Since I live very close to the proposed route I've always been a bit nervous about how it would look. While nothing is perfect, I think the impact on traffic congestion of having the freeway built and the possible economic opportunities that will come with it, are all well worth it.

Please let me know if you require additional information identifying me as an Arizona, Phoenix, and Laveen Village resident.

Regards,
Beth A. Landish

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Code	Issue	Response

Code	Comment Document

4266

regional availability. I have friends who live on the east side of town who want to get to the West Valley or points west, and this will also help them by being able to bypass downtown Phoenix completely. That's it for me. Thanks for your time.

THE FACILITATOR: Thank you, sir. Larry Landry. Mr. Landry, you have three minutes. Here's your timer; please begin.

MR. LANDRY: Thank you. Hey, Steve. My name is Larry Landry; I live at 2409 East Solano Drive. I'm officially retired now; however, for 28, almost 30 years, I've worked on freeway issues, including the 1985 vote where the South Mountain Freeway was voted in. Ironically, the 303 was an optional freeway at that time. Look at all the money that we spent on that. 55th Street alignment, the preferred alignment, avenue alignment, is the key one, and it's been 28 years.

I know you have difficult decisions to make on the route, but this was on the map well before any homes were built in Ahwatukee, and sometimes the greater good, our air pollution is getting worse every day in every way, and if you -- you know, better than I, I-10, I-17, the Broadway curve is a parking lot all too often. We need this reliever.

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

1 We need it yesterday. I applaud you. It's been a
2 long effort. I've been involved with it
3 historically, even wrote a newspaper article once on
4 the 55th Avenue alignment, and my colleague, who is
5 much smarter, better looking and more
6 [unintelligible] Jim Kretin [phonetic], does say
7 hello, he had a family issue that came up, so he's
8 not here. So I'm the pinch hitter, I'm not as good
9 as the first team, but I'm trying to get to the plate
10 and do the job.
11 I thank you for your time. You've had a
12 long day, so I will stop well under my limit, thank
13 you.
14 THE FACILITATOR: Thank you, sir.
15 David Hernandez.
16 You've got three minutes.
17 MR. HERNANDEZ: Yes, sir, howdy. Three
18 minutes. I've lived over here on 59th Avenue and
19 Roosevelt for about 31 years, and I've got three
20 minutes. Off over at the Indian reservation, over
21 there in Ahwatukee, they got more consideration than
22 59th Avenue. But 59th Avenue, I guess traditionally
23 is Mexican-American. It's a Mexican-American area,
24 and so what, we'll bulldoze that area over, we'll
25 give them more pollution, we'll reduce the quality of

Code	Issue	Response

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/20/13 INCOMING CALL TIME: 2:26 PM CALLER: CLAY LANG CALLER ADDRESS: 224 W. WILLOW, PHOENIX, ARIZONA PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** Yes, I am in support of building that freeway. Get it built.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/18/13 INCOMING CALL TIME: 12:15 PM CALLER: WILLIAM A. LANGER CALLER ADDRESS: 5144 E. PALOMINO ROAD, PHOENIX, AZ 85018 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the South Mountain Freeway access lane.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	5041 1 MR. LANK: My name is Tim Lank and I 2 guess my comment is, since this freeway has been 3 presented as something for nonpassthrough regional 4 mobility, and the preferred route for passthrough 5 trucks is the Arizona Route 85 from Buckeye to Gila 6 Bend and Interstate 8 to Casa Grande, what I would 7 like to know is, how is ADOT going to enforce the 8 bypass of I-8 to keep traffic off this South Mountain 9 -- keep truck traffic off the South Mountain Freeway? 10 Right now and for many years, there's 11 been very small signs indicating that there's a 12 possibility of going down Arizona 85 and down 13 Interstate 8 to bypass Phoenix for passthrough 14 traffic, but the signs are very small. In addition, 15 there's no amenities on that route compared to 16 Phoenix, and it's not an improved divided highway 17 with poor entrances and exits. 18 So what I would like to find out is how 19 ADOT is going to enforce that particular route as the 20 official commercial vehicle and truck bypass around 21 Phoenix to keep commercial vehicles that are 22 passthrough off the South Mountain Freeway. Or what 23 I would expect to see at a minimum is a large 24 overhead sign on I-10 at both ends of the South 25 Mountain Freeway, or rather in Buckeye and in Casa Page 2 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response
1	**Alternatives**	The CANAMEX and Phoenix truck bypass (Interstate 8/State Route 85) routes are not mandatory for truck traffic; they are recommended. The Arizona Department of Transportation does not enforce these routes. It is not anticipated that these routes would be enforced as mandatory in the future.

Code	Comment Document

1 Grande and some active enforcement by DPS using truck
2 logs and bills of lading from commercial truck
3 drivers to enforce this. I guess that's it.
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Code	Issue	Response

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway
Date: Wednesday, May 22, 2013 10:56:29 AM

From: lisa lanning [mailto:lisa.phx.az@gmail.com]
Sent: Monday, May 20, 2013 11:12 PM
To: Projects
Subject: South Mountain Freeway

To whom it may concern,

1 2 3

The proposed South Mountain Freeway route through reservation lands should not be approved. The South Mountain preserve is considered sacred by O'odham Tribes and the land within the preserve should not be reallocated.

Thank you for considering this comment.

Sincerely,
Lisa Lanning

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Code	Issue	Response
1	**Alternatives**	The proposed South Mountain Freeway would not use any Gila River Indian Community land. The portion of the South Mountains that would be adversely affected are totally within the City of Phoenix.
2	**Cultural Resources**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Section 4(f) and Section 6(f)**	

Code	Comment Document
	Kenneth Lapierre — Document Created: 5/16/2013 11:58:14 PM by Web Comment Form Please enter my comments officially for no highway to be built.
1	The environment study did not use up to date 2013 data and I am opposed of its construction.
2 3 4	Study does not have accurate 2013 car counts and air quality figures nor was it independently verified. I think we all need to pause and have some one study this study and the politics of how it was written and unfounded in truth. There is a major issue in the study to which also does not accurately add the additional impact from the build phase and from the new traffic count phase. It did not note correctly detail the truck traffic from Canada LA CA and to Mexico with hazardous material going thru a park and reserve with many homes within 1-2 miles.
5	No truck traffic counts detailed correctly since this is a truck bypass not a commuter road. So material omissions and intent to hide the truth in an official document.
6 2 7	Project and study did not address the current 2012 epa 13 day violations in the west valley and how the air quality will get worse during construction and during the 6 lanes for truck traffic. also did not show design which will impact environment along the Awatukee / Pecos section. Design does impact the environment differently and to say we will address during the building phase is very unethical and unfair to home owners who have millions on the line with no legal representation. What is the design height depth walls near homes and schools and churches?
8	You did not consider Indian petroglyphs and burial grounds in or near the path way.
9 10	No mention of how the heck foothill reserve residents will drive to work no outlet planned on any map. We only use Pecos and our commuting road.
2	No mention of dust and Indian res. air quality which is bad and getting worse. Must consider current toxins in the air as of 5-14-2013 at GILA and Awatukee south of Pecos.
1	No 2015 projections accurate in the study seems like its based on very old data.
11	Also to have the city pre buying homes is some what unethical as well.
12 13 14 15	Please note I am opposed since it will not allow me faster commute to downtown and will tear down hundreds of homes in my subdivision with no explanation of how it will impact home values or views and noise.
2	Need to study the possibility this project will cause phoenix to loose 1 billion in federal

Code	Issue	Response
1	**Purpose and Need, Old Plan or Use of Old Data**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix. In May 2012, the Arizona Department of Environmental Quality submitted a revised Maricopa Association of Governments 2012 Five Percent Plan for the region. On July 20, 2012, the U.S. Environmental Protection Agency made an official finding that the Maricopa Association of Governments *2012 Five Percent Plan* was administratively complete. This decision ended the sanctions clocks associated with Arizona's decision to withdraw the Maricopa Association of Governments 2007 Five Percent Plan. On February 6, 2014, the Environmental Protection Agency published a notice in the *Federal Register* proposing to approve the Maricopa Association of Governments *2012 Five Percent Plan for Attainment of the PM-10 Standard* for the Maricopa County Nonattainment Area. In the same notice, the U.S. Environmental Protection Agency stated that it would concur with exceptional event (as a result of haboobs and dust storms) documentation prepared by the Arizona Department of Environmental Quality, which would give the region the 3 years of clean data needed for attainment of the particulate matter (PM_{10}) 24-hour standard. Finally on May 30, 2014, the U.S. Environmental Protection Agency approved the 2012 Five Percent Plan and found the area in attainment of the 24-hour particulate matter (PM_{10}) standard based on monitoring data for the years 2010 to 2012 (see page 4-72 of the Final Environmental Impact Statement for more information).
3	**Trucks**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
4	**Hazardous Materials**	
5	**Purpose and Need, Truck Bypass**	
6	**Construction**	To reduce the amount of construction dust generated, particulate control measures related to construction activities must be followed. The following mitigation measures would be followed, when applicable, in accordance with the most recently accepted version of the Arizona Department of Transportation *Standard Specifications for Road and Bridge Construction* (2008). Prior to construction and in accordance with Maricopa County Rule 310, Fugitive Dust Ordinance, the contractor shall obtain an approved dust permit from Maricopa County Air Quality Department for all phases of the proposed action. The permit describes measures to be taken to control and regulate air pollutant emissions during construction (see page 4-173 of the Final Environmental Impact Statement).

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5	You have unethically disguised this truck bi-pass as a 202 highway to relieve traffic on the Broadway curve. Fix the existing hwy 10 and 202 101 first before spending billions in tax dollars.
16	Consider cheaper alternative hwy 8 expansion where less folks live.
17 18	Accurately detail the health and safety impacts to home within 1 mile of a major truck route. Study the impact to terminate movement and the wildlife destruction and native cactus plants and eco system. Isn't that what an environmental study should do rather than promote the freeway?
19 20 4	Environmental study also does not address the additional destruction of wells from subdivisions, and water drainage issues. and the increase risk of truck container spills. This is critical to those who have to stay within 1-3 miles of this.
17	This will also hurt kids in schools near by the folks / elderly with breathing issues.
21	This is discrimination to the Indian community and unethical to there rights as a minority.
22 5	And to destroy South Mountain a pristine community park (common land) what a shame especially once folks see what this project really will be a USA free trade truck bi-pass. Please stop and re-think about what we are doing with the real facts and with an accurate environmental study.
	AZ will look back on this with regret if it gets approved! Please stop and think with the real facts.

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7	**Design**	The current level of engineering is used to determine the limits of environmental and construction impacts due to the proposed freeway. The location and profile of the freeway are evaluated to minimize potential changes to the freeway as the design level would progress. The current level of engineering is an accepted industry standard for determining impacts. (See Final Environmental Impact Statement sidebar on page 3-40 for more discussion.) Potential heights of noise walls are presented beginning on page 4-90 of the Final Environmental Impact Statement
8	**Cultural Resources**	The freeway alternatives were surveyed for archaeological sites, which include petroglyphs (rock art). The archaeological survey documented several petroglyph locations. Subsequently, the freeway alternatives were redesigned to avoid the petroglyph sites. No petroglyphs would be destroyed by implementation of the proposed freeway. Because right-of-way fencing would limit access from the proposed freeway, damage to petroglyph sites would not be facilitated (see Final Environmental Impact Statement pages 4-160 and 4-187).
9	**Construction**	Temporary construction impacts are described in the Draft Environmental Impact Statement beginning on page 4-161. The freeway construction staging plan for the area along Pecos Road would allow for keeping east–west travel open during construction. One side of the freeway would be constructed while traffic remained on Pecos Road. When complete, traffic would be shifted from Pecos Road to the new freeway. At that time, the other side of the freeway would be built. Therefore, traffic would be able to continue to operate as it currently does during construction. However, temporary detours might be needed during construction. (See Final Environmental Impact Statement page 3-27.) In general, travel times along Pecos Road would remain unchanged during construction. After construction, motorists that currently use Pecos Road could use the freeway.
10	**Design**	The extension of Chandler Boulevard west of 19th Avenue is included in this project because reasonable access must be maintained to the neighborhoods at the west end of Pecos Road (see Figure 3-33 on page 3-57 in the Final Environmental Impact Statement). Early in the study process a traffic interchange at approximately 27th Avenue was evaluated but ultimately eliminated because of increased residential displacements and cost.
11	**Land Use**	While the City has some ability to control development through its zoning ordinances, the City does not have the authority to stop private land from being developed. The Arizona Department of Transportation was able to acquire large tracts of land along the Pecos Road alignment in the 1980s, but funding shortfalls kept the Arizona Department of Transportation from acquiring all of the needed land. Developers were aware of the potential freeway and made the decision to develop the land based on the risk that the freeway would eventually be built. Citizens were also aware of the potential and chose to buy homes near the freeway despite the same risk. Information related to freeway awareness and the responsibilities of the City of Phoenix, developers, and the Arizona Department of Transportation related to disclosure of the planning for the freeway is presented on page 4-13 of the Final Environmental Impact Statement. The Arizona Department of Transportation purchased some right-of-way along Pecos Road when it was adopted as the freeway alignment in 1988 (see Draft Environmental Impact Statement page 3-53). Should another alternative be adopted as a result of this study, the Arizona Department of Transportation would dispose of the land that has been acquired. Federal Highway Administration regulations do not allow the ownership of right-of-way to be a factor in the decision regarding the selection of an alternative.

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12	**Neighborhoods/ Communities**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
13	**Economics, Socioeconomics**	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138–47; "Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor"). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
14	**Visual Resources**	Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-169 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.
15	**Noise**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
16	**Alternatives**	The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other "loop" freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. The State Route 85/Interstate 8 Alternative was evaluated for the proposed project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.
17	**Health Effects**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
18	**Biology, Plants, and Wildlife**	

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19	**Groundwater**	If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner would be compensated by drilling a new well according to state regulations/standards. (See text box on Final Environmental Impact Statement page 4-108.)
20	**Drainage**	Flood protection levels are dictated by the design class of the highway. In the case of the proposed South Mountain Freeway, it is designated as a Class I. Therefore, flood protection levels would be designed to the 50-year (storm) level. However, as a standard Arizona Department of Transportation practice, the floodwaters developing upstream of the culvert entrance would be reviewed at the 100-year level to ensure "headwaters" do not adversely affect existing properties. (See Draft Environmental Impact Statement page 4-102.) All bridges on major waterways such as the Salt River are designed to maintain minimum water surface elevations at the 100-year level for flood levels and built to structurally withstand the superflood, a flood expected only once in 500 years.
21	**Environmental Justice/Lifestyle**	The Draft Environmental Impact Statement describes a decade-long consultation and coordination effort led by the Arizona Department of Transportation and the Federal Highway Administration with the Gila River Indian Community and other Native American tribes. As a result of the consultation, the cultural importance of the South Mountains is acknowledged in the Draft Environmental Impact Statement in several locations, notably page 5-26. The proposed project would accommodate and preserve (to the fullest extent possible from the available alternatives) access to the South Mountains for religious practices. Section 106 of the National Historic Preservation Act requires a government-to-government relationship between the Federal Government and Indian tribes as described beginning on page 4-140 of the Final Environmental Impact Statement. Section 106 requires federal agencies take into account the effects of their undertakings on historic properties and requires consultation with tribal authorities. Consultation has occurred with Gila River Indian Community government officials, the Tribal Historic Preservation Officer, the Cultural Resource Management Program, other tribes, and the State Historic Preservation Office and has led to concurrence from the Gila River Indian Community Tribal Historic Preservation Office and the State Historic Preservation Office on National Register of Historic Places eligibility recommendations (including traditional cultural properties like the South Mountains), project effects, and proposed mitigation and measures to minimize harm. This consultation has been ongoing and will continue until any commitments in a record of decision are completed. The section entitled *Title VI and Environmental Justice*, beginning on page 4-29 in the Draft Environmental Impact Statement, presents acceptable methods, data, and assumptions to assess the potential for disproportionately high and adverse effects from the proposed action on environmental justice populations and disparate impacts to populations protected under Title VI. Based on the content of the section, no such effects would result from the action alternatives. In light of comments received on the Draft Environmental Impact Statement, the above-referenced conclusions were confirmed in the preparation of the Final Environmental Impact Statement. To provide further clarity, the discussions of environmental justice and Title VI were separated and additional text explaining the relationship of environmental justice and Title VI to various environmental elements was added throughout Chapter 4, *Affected Environment*, *Environmental Consequences, and Mitigation*, as exemplified by the inserted text on page 4-29 of the Final Environmental Impact Statement.
22	**Section 4(f) and Section 6(f)**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

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	Deb Lapierre — Document Created: 5/17/2013 12:00:03 AM by Web Comment Form
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3	
4	You did not consider Indian petroglyphs and burial grounds in or near the path way.
5 6	No mention of how the heck foothill reserve residents will drive to work no outlet planned on any map. We only use Pecos and our commuting road.
1	No mention of dust and Indian res. air quality which is bad and getting worse. Must consider current toxins in the air as of 5-14-2013 at GILA and Awatukee south of Pecos.
7	No 2015 projections accurate in the study seems like its based on very old data.
8	Also to have the city pre buying homes is some what unethical as well.
9 10 11 12	Please note I am opposed since it will not allow me faster commute to downtown and will tear down hundreds of homes in my subdivision with no explanation of how it will impact home values or views and noise.
1	Need to study the possibility this project will cause phoenix to loose 1 billion in federal matching funds when the EPA monitoring station in the west valley east of hwy 51 have more violations than 10 per year. Also its not from dust storms... and will increase. Then with out the matching federal dollars our taxpayers have to pay this. This end up being could be the most expensive project any US city every had to pay for forever. This is not a one time expense and with our federal dollars AZ budget need to increase its funds. It could hurt the city in many ways financially and for poor planned growth.
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	Please dont build it!!!

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7	**Purpose and Need, Old Plan or Use of Old Data**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
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Code	Comment Document

From: Projects
To: ADOT
Subject: FW: public comment on south mountain freeway - home owner Ken lapierre foothills reserve
Date: Friday, May 17, 2013 8:50:15 AM

From: k l [mailto:kennethlapierre@gmail.com]
Sent: Thursday, May 16, 2013 9:20 PM
To: Projects; k l
Subject: public comment on south mountain freeway - home owner Ken lapierre foothills reserve

Please enter my comments officially for no highway to be built.
Ken Lapierre - home owner the crossings foothills reserve
16637 S. 27th lane
phoenix az 85045
480-621-6798

1 2 3 4 5 The environment study did not use up to date 2013 data and I am opposed of its construction. Study does not have accurate 2013 car counts and air quality figures nor was it independently verified. I think we all need to pause and have some one study this study and the politics of how it was written and unfounded in truth. There is a major issue in the study to which also does not accurately add the additional impact from the build phase and from the new traffic count phase. It did not note correctly detail the truck traffic from Canada LA CA and to Mexico with hazardous material going thru a park and reserve with many homes within 1-2 miles.
No truck traffic counts detailed correctly since this is a truck bypass not a commuter road. So material omissions and intent to hide the truth in an official document.

2 6 7 8 Project and study did not address the current 2012 epa 13 day violations in the west valley and how the air quality will get worse during construction and during the 6 lanes for truck traffic. also did not show design which will impact environment along the Awatukee / Pecos section. Design does impact the environment differently and to say we will address during the building phase is very unethical and unfair to home owners who have millions on the line with no legal representation. What is the design height depth walls near homes and schools and churches?
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(Responses continue on next page)

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Code	Comment Document

From: Projects
To: ADOT
Subject: FW: south mountain comments Deb lapierre
Date: Friday, May 17, 2013 8:49:55 AM

From: k l [mailto:kennethlapierre@gmail.com]
Sent: Thursday, May 16, 2013 9:30 PM
To: Projects
Subject: south mountain comments Deb lapierre

1 The environment study did not use up to date 2013 data and I am opposed of its construction.

2 3 54 Study does not have accurate 2013 car counts and air quality figures nor was it independently verified. I think we all need to pause and have some one study this study and the politics of how it was written and unfounded in truth. There is a major issue in the study to which also does not accurately add the additional impact from the build phase and from the new traffic count phase. It did not note correctly detail the truck traffic from Canada LA CA and to Mexico with hazardous material going thru a park and reserve with many homes within 1-2 miles.

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6 2 7 Project and study did not address the current 2012 epa 13 day violations in the west valley and how the air quality will get worse during construction and during the 6 lanes for truck traffic. also did not show design which will impact environment along the Awatukee / Pecos section. Design does impact the environment differently and to say we will address during the building phase is very unethical and unfair to home owners who have millions on the line with no legal representation. What is the design height depth walls near homes and schools and churches?

8 You did not consider Indian petroglyphs and burial grounds in or near the path way.

9 10 No mention of how the heck foothill reserve residents will drive to work no outlet planned on any map. We only use Pecos and our commuting road.

2 No mention of dust and Indian res. air quality which is bad and getting worse. Must consider current toxins in the air as of 5-14-2013 at GILA and Awatukee south of Pecos.

1 No 2015 projections accurate in the study seems like its based on very old data.

11 Also to have the city pre buying homes is some what unethical as well.

12 13 14 15 Please note I am opposed since it will not allow me faster commute to downtown and will tear down hundreds of homes in my subdivision with no explanation of how it will impact home values or views and noise.

2 Need to study the possibility this project will cause phoenix to loose 1 billion in federal matching funds when the EPA monitoring station in the west valley east of hwy 51 have

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1	**Purpose and Need, Old Plan or Use of Old Data**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix. In May 2012, the Arizona Department of Environmental Quality submitted a revised Maricopa Association of Governments 2012 Five Percent Plan for the region. On July 20, 2012, the U.S. Environmental Protection Agency made an official finding that the Maricopa Association of Governments 2012 Five Percent Plan was administratively complete. This decision ended the sanctions clocks associated with Arizona's decision to withdraw the Maricopa Association of Governments 2007 Five Percent Plan. On February 6, 2014, the Environmental Protection Agency published a notice in the *Federal Register* proposing to approve the Maricopa Association of Governments *2012 Five Percent Plan for Attainment of the PM-10 Standard* for the Maricopa County Nonattainment Area. In the same notice, the U.S. Environmental Protection Agency stated that it would concur with exceptional event (as a result of haboobs and dust storms) documentation prepared by the Arizona Department of Environmental Quality, which would give the region the 3 years of clean data needed for attainment of the particulate matter (PM_{10}) 24-hour standard. Finally on May 30, 2014, the U.S. Environmental Protection Agency approved the 2012 Five Percent Plan and found the area in attainment of the 24-hour particulate matter (PM_{10}) standard based on monitoring data for the years 2010 to 2012 (see page 4-72 of the Final Environmental Impact Statement for more information).
3	**Trucks**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
4	**Hazardous Materials**	
5	**Purpose and Need, Truck Bypass**	
6	**Construction**	To reduce the amount of construction dust generated, particulate control measures related to construction activities must be followed. The following mitigation measures would be followed, when applicable, in accordance with the most recently accepted version of the Arizona Department of Transportation *Standard Specifications for Road and Bridge Construction* (2008). Prior to construction and in accordance with Maricopa County Rule 310, Fugitive Dust Ordinance, the contractor shall obtain an approved dust permit from Maricopa County Air Quality Department for all phases of the proposed action. The permit describes measures to be taken to control and regulate air pollutant emissions during construction (see page 4-173 of the Final Environmental Impact Statement).

(Responses continue on next page)

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	more violations than 10 per year. Also its not from dust storms... and will increase. Then with out the matching federal dollars our taxpayers have to pay this. This end up being could be the most expensive project any US city every had to pay for forever. This is not a one time expense and with our federal dollars AZ budget need to increase its funds. It could hurt the city in many ways financially and for poor planned growth.
	You should be required to accurately tell the EPA the correct this environmental study with all up to date 2013 environmental impacts... 21 million spend is potentially fraudulent based on the lack of due diligence and details omitted from insiders direction who promote the freeway. It should be reviewed and independently investigated as to who directed poor study facts and obvious material omissions of fact.
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Code	Comment Document

From: Patricia Talcott
To: ADOT
Cc: Patricia Talcott
Subject: ENVOY #1313677173/no on 202 highway expansion
Date: Friday, May 17, 2013 8:43:55 AM
Attachments: image001.png

Comments from the ADOT ENVOY System:

1

5/16/2013 9:13:19 PM
Please enter my comments officially for no highway to be built.
Ken Lapierre - home owner the crossings foothills reserve
16637 S. 27th lane
phoenix az 85045
480-621-6798
lapierre, ken - kennethlapierre@gmail.com

Patricia A. Talcott
Program Project Specialist II
206 S. 17th Avenue, Room 101, MD118A
Phoenix, AZ 85007
602.712.7610
www.azdot.gov

ADOT Communications

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
	Please enter my comments officially for no highway to be built. Ken Lapierre - home owner the crossings foothills reserve 16637 S. 27th lane phoenix az 85045 480-621-6798
1	The environment study did not use up to date 2013 data and I am opposed of its construction.
2 3 4	Study does not have accurate 2013 car counts and air quality figures nor was it independently verified. I think we all need to pause and have some one study this study and the politics of how it was written and unfounded in truth. There is a major issue in the study to which also does not accurately add the additional impact from the build phase and from the new traffic count phase. It did not note correctly detail the truck traffic from Canada LA CA and to Mexico with hazardous material going thru a park and reserve with many homes within 1-2 miles.
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Code	Issue	Response
1	**Purpose and Need, Old Plan or Use of Old Data**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix. In May 2012, the Arizona Department of Environmental Quality submitted a revised Maricopa Association of Governments 2012 Five Percent Plan for the region. On July 20, 2012, the U.S. Environmental Protection Agency made an official finding that the Maricopa Association of Governments 2012 Five Percent Plan was administratively complete. This decision ended the sanctions clocks associated with Arizona's decision to withdraw the Maricopa Association of Governments 2007 Five Percent Plan. On February 6, 2014, the Environmental Protection Agency published a notice in the *Federal Register* proposing to approve the Maricopa Association of Governments *2012 Five Percent Plan for Attainment of the PM-10 Standard* for the Maricopa County Nonattainment Area. In the same notice, the U.S. Environmental Protection Agency stated that it would concur with exceptional event (as a result of haboobs and dust storms) documentation prepared by the Arizona Department of Environmental Quality, which would give the region the 3 years of clean data needed for attainment of the particulate matter (PM_{10}) 24-hour standard. Finally on May 30, 2014, the U.S. Environmental Protection Agency approved the 2012 Five Percent Plan and found the area in attainment of the 24-hour particulate matter (PM_{10}) standard based on monitoring data for the years 2010 to 2012 (see page 4-72 of the Final Environmental Impact Statement for more information).
3	**Trucks**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
4	**Hazardous Materials**	
5	**Purpose and Need, Truck Bypass**	
6	**Construction**	To reduce the amount of construction dust generated, particulate control measures related to construction activities must be followed. The following mitigation measures would be followed, when applicable, in accordance with the most recently accepted version of the Arizona Department of Transportation *Standard Specifications for Road and Bridge Construction* (2008). Prior to construction and in accordance with Maricopa County Rule 310, Fugitive Dust Ordinance, the contractor shall obtain an approved dust permit from Maricopa County Air Quality Department for all phases of the proposed action. The permit describes measures to be taken to control and regulate air pollutant emissions during construction (see page 4-173 of the Final Environmental Impact Statement).

(Responses continue on next page)

Code	Comment Document
	This end up being could be the most expensive project any US city every had to pay for forever. This is not a one time expense and with our federal dollars AZ budget need to increase its funds. It could hurt the city in many ways financially and for poor planned growth. You should be required to accurately tell the EPA the correct this environmental study with all up to date 2013 environmental impacts... 21 million spend is potentially fraudulent based on the lack of due diligence and details omitted from insiders direction who promote the freeway. It should be reviewed and independently investigated as to who directed poor study facts and obvious material omissions of fact.
5	You have unethically disguised this truck bi-pass as a 202 highway to relieve traffic on the Broadway curve. Fix the existing hwy 10 and 202 101 first before spending billions in tax dollars.
16	Consider cheaper alternative hwy 8 expansion where less folks live.
17 18	Accurately detail the health and safety impacts to home within 1 mile of a major truck route. Study the impact to terminate movement and the wildlife destruction and native cactus plants and eco system. Isn't that what an environmental study should do rather than promote the freeway?
19 20 4	Environmental study also does not address the additional destruction of wells from subdivisions, and water drainage issues. and the increase risk of truck container spills. This is critical to those who have to stay within 1-3 miles of this.
17	This will also hurt kids in schools near by the folks / elderly with breathing issues.
21	This is discrimination to the Indian community and unethical to there rights as a minority.
22	And to destroy South Mountain a pristine community park (common land) what a shame especially once folks see what this project really will be a USA free trade truck bi-pass. Please stop and re-think about what we are doing with the real facts and with an accurate environmental study.
	AZ will look back on this with regret if it gets approved! Please stop and think with the real facts. ➢ After the public hearing, community forums will be held at various locations in the Study Area to allow for additional opportunity to provide DEIS comment. Times and locations of the forums will be posted at <azdot.gov/southmountainfreeway> and publish in newspapers and local publications. ➢ Written comments also can be submitted via the following methods: ➢ Online at <azdot.gov/southmountainfreeway> ➢ E-mailing comments to projects@azdot.gov

Code	Issue	Response
7	**Design**	The current level of engineering is used to determine the limits of environmental and construction impacts due to the proposed freeway. The location and profile of the freeway are evaluated to minimize potential changes to the freeway as the design level would progress. The current level of engineering is an accepted industry standard for determining impacts. (See Final Environmental Impact Statement sidebar on page 3-40 for more discussion.) Potential heights of noise walls are presented beginning on page 4-90 of the Final Environmental Impact Statement
8	**Cultural Resources**	The freeway alternatives were surveyed for archaeological sites, which include petroglyphs (rock art). The archaeological survey documented several petroglyph locations. Subsequently, the freeway alternatives were redesigned to avoid the petroglyph sites. No petroglyphs would be destroyed by implementation of the proposed freeway. Because right-of-way fencing would limit access from the proposed freeway, damage to petroglyph sites would not be facilitated (see Final Environmental Impact Statement pages 4-160 and 4-187).
9	**Construction**	Temporary construction impacts are described in the Draft Environmental Impact Statement beginning on page 4-161. The freeway construction staging plan for the area along Pecos Road would allow for keeping east–west travel open during construction. One side of the freeway would be constructed while traffic remained on Pecos Road. When complete, traffic would be shifted from Pecos Road to the new freeway. At that time, the other side of the freeway would be built. Therefore, traffic would be able to continue to operate as it currently does during construction. However, temporary detours might be needed during construction. (See Final Environmental Impact Statement page 3-27.) In general, travel times along Pecos Road would remain unchanged during construction. After construction, motorists that currently use Pecos Road could use the freeway.
10	**Design**	The extension of Chandler Boulevard west of 19th Avenue is included in this project because reasonable access must be maintained to the neighborhoods at the west end of Pecos Road (see Figure 3-33 on page 3-57 in the Final Environmental Impact Statement). Early in the study process a traffic interchange at approximately 27th Avenue was evaluated but ultimately eliminated because of increased residential displacements and cost.
11	**Land Use**	While the City has some ability to control development through its zoning ordinances, the City does not have the authority to stop private land from being developed. The Arizona Department of Transportation was able to acquire large tracts of land along the Pecos Road alignment in the 1980s, but funding shortfalls kept the Arizona Department of Transportation from acquiring all of the needed land. Developers were aware of the potential freeway and made the decision to develop the land based on the risk that the freeway would eventually be built. Citizens were also aware of the potential and chose to buy homes near the freeway despite the same risk. Information related to freeway awareness and the responsibilities of the City of Phoenix, developers, and the Arizona Department of Transportation related to disclosure of the planning for the freeway is presented on page 4-13 of the Final Environmental Impact Statement. The Arizona Department of Transportation purchased some right-of-way along Pecos Road when it was adopted as the freeway alignment in 1988 (see Draft Environmental Impact Statement page 3-53). Should another alternative be adopted as a result of this study, the Arizona Department of Transportation would dispose of the land that has been acquired. Federal Highway Administration regulations do not allow the ownership of right-of-way to be a factor in the decision regarding the selection of an alternative.

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
12	**Neighborhoods/ Communities**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
13	**Economics, Socioeconomics**	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138–47; "Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor"). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
14	**Visual Resources**	Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-169 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.
15	**Noise**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
16	**Alternatives**	The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other "loop" freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. The State Route 85/Interstate 8 Alternative was evaluated for the proposed project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.
17	**Health Effects**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
18	**Biology, Plants, and Wildlife**	

(Responses continue on next page)

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Code	Issue	Response
19	**Groundwater**	If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner would be compensated by drilling a new well according to state regulations/standards. (See text box on Final Environmental Impact Statement page 4-108.)
20	**Drainage**	Flood protection levels are dictated by the design class of the highway. In the case of the proposed South Mountain Freeway, it is designated as a Class I. Therefore, flood protection levels would be designed to the 50-year (storm) level. However, as a standard Arizona Department of Transportation practice, the floodwaters developing upstream of the culvert entrance would be reviewed at the 100-year level to ensure "headwaters" do not adversely affect existing properties. (See Draft Environmental Impact Statement page 4-102.) All bridges on major waterways such as the Salt River are designed to maintain minimum water surface elevations at the 100-year level for flood levels and built to structurally withstand the superflood, a flood expected only once in 500 years.
21	**Environmental Justice/Lifestyle**	The Draft Environmental Impact Statement describes a decade-long consultation and coordination effort led by the Arizona Department of Transportation and the Federal Highway Administration with the Gila River Indian Community and other Native American tribes. As a result of the consultation, the cultural importance of the South Mountains is acknowledged in the Draft Environmental Impact Statement in several locations, notably page 5-26. The proposed project would accommodate and preserve (to the fullest extent possible from the available alternatives) access to the South Mountains for religious practices. Section 106 of the National Historic Preservation Act requires a government-to-government relationship between the Federal Government and Indian tribes as described beginning on page 4-140 of the Final Environmental Impact Statement. Section 106 requires federal agencies take into account the effects of their undertakings on historic properties and requires consultation with tribal authorities. Consultation has occurred with Gila River Indian Community government officials, the Tribal Historic Preservation Officer, the Cultural Resource Management Program, other tribes, and the State Historic Preservation Office and has led to concurrence from the Gila River Indian Community Tribal Historic Preservation Office and the State Historic Preservation Office on National Register of Historic Places eligibility recommendations (including traditional cultural properties like the South Mountains), project effects, and proposed mitigation and measures to minimize harm. This consultation has been ongoing and will continue until any commitments in a record of decision are completed. The section entitled *Title VI and Environmental Justice*, beginning on page 4-29 in the Draft Environmental Impact Statement, presents acceptable methods, data, and assumptions to assess the potential for disproportionately high and adverse effects from the proposed action on environmental justice populations and disparate impacts to populations protected under Title VI. Based on the content of the section, no such effects would result from the action alternatives. In light of comments received on the Draft Environmental Impact Statement, the above-referenced conclusions were confirmed in the preparation of the Final Environmental Impact Statement. To provide further clarity, the discussions of environmental justice and Title VI were separated and additional text explaining the relationship of environmental justice and Title VI to various environmental elements was added throughout Chapter 4, *Affected Environment*, *Environmental Consequences, and Mitigation*, as exemplified by the inserted text on page 4-29 of the Final Environmental Impact Statement.
22	**Section 4(f) and Section 6(f)**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

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TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 04/26/13	INCOMING CALL TIME: 5:34 PM
CALLER: KENNETH LAPIERRE	CALLER ADDRESS:
PHONE:	EMAIL: KENNETHLAPIERRE@GMAIL.COM

CALLER REMARKS/QUESTIONS:

1 I have a comment for the record. The proposed South Mountain Freeway should not be on Pecos Road. There should be stronger negotiations with the Gila River Indian Community to have the alignment on their land. The current GRIC land between 20th Street and Chandler Boulevard is being used for farming, which is already causing an issue with dust to area residents at the Foothills Reserve. Rather than have this freeway located next to residents, swimming pools, schools, and walking trails, the freeway should be planned for the area a few miles south, where there currently is vacant land.

2 3 4 I've heard that the freeway, planned for Pecos Road, will be built as closely as possible to homes with no regard to dust or noise mitigation. This should not be done.

5 Also, wherever the freeway is constructed, it should have quality landscaping.

Code	Issue	Response
1	**Alternatives, Gila River Indian Community Alignment**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
3	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
4	**Noise**	
5	**Visual Resources**	Page 4-170 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.

Code	Comment Document

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1 double-deck approach to the proposed freeway. Thank you.
2 THE FACILITATOR: Thank you.
3 Ken Lapierre.
4 MR. LAPIERRE: Hello, my name is Ken Lapierre, I
5 live in Ahwatukee Foothills Reserve, and my initial
6 comments here about the EPA draft study is I feel it's
7 deficient on a couple of points. One is it's really not
8 up to date. I'm not sure what data set was used, but if
9 you look at, in particular, the violation of the EPA
10 standards we have at the 43rd Avenue EPA sensor, it
11 doesn't really look like we've acknowledged that that
12 would get worse. My concern is that we will have a loss
13 of federal highway funding if we violated 13 times on
14 43rd Avenue already and we're going to build a highway
15 that's going to be a mile away, that's going to impact
16 that sensor. Then we'll have more violations.
17 The other thing that I'm very concerned with is
18 benzene in the air. I don't really know if you've
19 studied the benzene levels in the Gila Indian Community,
20 where I live in a community that borders that. I don't
21 know if that's allowed or part of the study, but it's
22 very toxic, people have health hazards. I work in a
23 health advocacy group in Phoenix, and children are
24 already experiencing asthma symptoms from the smog and
25 the soot and the dust particulates from that area

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Code	Issue	Response
1	**Purpose and Need, Old Plan or Use of Old Data**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix. In May 2012, the Arizona Department of Environmental Quality submitted a revised Maricopa Association of Governments 2012 Five Percent Plan for the region. On July 20, 2012, the U.S. Environmental Protection Agency made an official finding that the Maricopa Association of Governments 2012 Five Percent Plan was administratively complete. This decision ended the sanctions clocks associated with Arizona's decision to withdraw the Maricopa Association of Governments 2007 Five Percent Plan. On February 6, 2014, the Environmental Protection Agency published a notice in the *Federal Register* proposing to approve the Maricopa Association of Governments *2012 Five Percent Plan for Attainment of the PM-10 Standard* for the Maricopa County Nonattainment Area. In the same notice, the U.S. Environmental Protection Agency stated that it would concur with exceptional event (as a result of haboobs and dust storms) documentation prepared by the Arizona Department of Environmental Quality, which would give the region the 3 years of clean data needed for attainment of the particulate matter (PM_{10}) 24-hour standard. Finally on May 30, 2014, the U.S. Environmental Protection Agency approved the 2012 Five Percent Plan and found the area in attainment of the 24-hour particulate matter (PM_{10}) standard based on monitoring data for the years 2010 to 2012 (see page 4-72 of the Final Environmental Impact Statement for more information).
3	**Air Quality**	The mobile source air toxics emission modeling, including benzene, developed for the project (which factored in the U.S. Environmental Protection Agency's recent rules for the 2035 analyses) and discussed beginning on page 4-77 of the Final Environmental Impact Statement found little difference in total annual emissions of mobile source air toxics emissions between the Preferred and No-Action Alternatives (less than a 1 percent difference) in 2025 and 2035. With the Preferred Alternative in 2035, modeled mobile source air toxics emissions would decrease by 57 percent to more than 90 percent, depending on the pollutant, despite a 47 percent increase in vehicle miles traveled in the Study Area compared with 2012 conditions.
4	**Health Effects**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

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1 already.
2 And also, I think it's important to study
3 several air-quality standards that are in trouble right
4 now in Ahwatukee Foothills. Certainly when we have a new
5 highway that's going to get worse, benzene levels are
6 going to go up maybe three or four times the amount. And
7 to not have addressed future benzene levels, I think
8 that's very critical. Traffic counts, of course, is
9 going to add to that pollution. Dust particulates is a
10 real problem right now. I don't really see much in the
11 study about the exact level of dust particulates and how
12 it's going to grow during the construction phase as well
13 as after the construction phase. Toxins, the noise, the
14 light that's going to be emitted from this highway in a
15 community where we live.
16 Also, blasting through three ridges of South
17 Mountain Park is going to be an environmental disaster.
18 What concern do we have about the destroying parklands,
19 destroying petroglyphs, which there are petroglyphs in
20 that area if you go through that? The wildlife, cactus
21 being destroyed, our subdivision wells are not being
22 addressed in this study, and our drainage is not being
23 addressed.
24 So please, please consider the health issues for
25 children and elderly, there is an impact and it will get

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Code	Issue	Response
5	**Construction**	To reduce the amount of construction dust generated, particulate control measures related to construction activities must be followed. The following mitigation measures would be followed, when applicable, in accordance with the most recently accepted version of the Arizona Department of Transportation *Standard Specifications for Road and Bridge Construction* (2008). Prior to construction and in accordance with Maricopa County Rule 310, Fugitive Dust Ordinance, the contractor shall obtain an approved dust permit from Maricopa County Air Quality Department for all phases of the proposed action. The permit describes measures to be taken to control and regulate air pollutant emissions during construction (see page 4-173 of the Final Environmental Impact Statement).
6	**Noise**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
7	**Visual Resources**	Light from the freeway would be produced from vehicle headlights and taillights and from fixed light poles at interchanges along the freeway. Nighttime users of the park and residents of Ahwatukee Foothills Village may see lines of seemingly crawling vehicles, each with lights front and back. Fixed freeway lighting would be provided for safety reasons only at interchange exit and entrance points. Freeway lighting at these locations would be designed to reduce illumination spillover onto sensitive light receptors such as residential areas (see page 3-58 of the Final Environmental Impact Statement).
8	**Section 4(f) and Section 6(f)**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
9	**Cultural Resources**	The freeway alternatives were surveyed for archaeological sites, which include petroglyphs (rock art). The archaeological survey documented several petroglyph locations. Subsequently, the freeway alternatives were redesigned to avoid the petroglyph sites. No petroglyphs would be destroyed by implementation of the proposed freeway. Because right-of-way fencing would limit access from the proposed freeway, damage to petroglyph sites would not be facilitated (see Final Environmental Impact Statement pages 4-160 and 4-187).
10	**Biology, Plants, and Wildlife**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
11	**Groundwater**	If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner would be compensated by drilling a new well according to state regulations/standards. (See text box on Final Environmental Impact Statement page 4-108.)

(Responses continue on next page)

Code	Comment Document

much worse on the citizens who live in Ahwatukee. Thank you very much for your time.

THE FACILITATOR: Thank you, sir.

Jacob Findlay.

MR. FINDLAY: Hello, my name is Jacob Findlay. Thank you for listening to my comments. I would just encourage the committee, as it's obvious to know the not-in-my-backyard arguments, they are typical of a project like this, but they shouldn't carry weight, given that they come with every project regardless of the time, place, contacts, whatever.

This is an infill project from the City of Phoenix, and I'm exited to see it finally come to fruition. Driving out on the 303 in the middle of the desert is a little baffling when I consider that the 202 is something which we need much more desperately, it hasn't been constructed and it looks great, but there's nothing around it. And the 303 out there, it's another issue but encourages additional sprawl, that kind of thing. The 202 as an infill project that encourages more development closer to downtown, people living close to downtown living, etc.

I live in Laveen and live there because of the proximity to downtown. This freeway will enable me to get downtown more quickly, to the services, that kind of

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Code	Issue	Response
12	**Drainage**	Pecos road drainage is designed as a pass-through system. In other words water is allowed to drain along its natural existing pathway underneath the freeway and to Gila River Indian Community land. If an action alternative were to become the Selected Alternative, the E1 Alternative would be constructed aboveground and the existing culverts would extend to pass drainage under the freeway. Pecos Road currently has numerous existing culvert crossings. Depressing the freeway in this area would eliminate the existing culvert crossings and potentially have adverse flooding impacts on adjacent properties. Extending the existing culverts or upsizing the culverts would maintain or improve drainage flows. Doing so would ensure that there would be no adverse flooding impacts to adjacent properties. (See Draft Environmental Impact Statement pages 3-18, 4-98, and 4-107.)
13	**Health Effects**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
	Please enter my comments officially for no highway to be built. D.Lapierre ~~Ken Lapierre~~ - home owner the crossings foothills reserve 16637 S. 27th lane phoenix az 85045 480-621-6798
1	The environment study did not use up to date 2013 data and I am opposed of its construction.
2 3 4	Study does not have accurate 2013 car counts and air quality figures nor was it independently verified. I think we all need to pause and have some one study this study and the politics of how it was written and unfounded in truth. There is a major issue in the study to which also does not accurately add the additional impact from the build phase and from the new traffic count phase. It did not note correctly detail the truck traffic from Canada LA CA and to Mexico with hazardous material going thru a park and reserve with many homes within 1-2 miles.
5	No truck traffic counts detailed correctly since this is a truck bypass not a commuter road. So material omissions and intent to hide the truth in an official document.
6 2 7	Project and study did not address the current 2012 epa 13 day violations in the west valley and how the air quality will get worse during construction and during the 6 lanes for truck traffic. also did not show design which will impact environment along the Awatukee / Pecos section. Design does impact the environment differently and to say we will address during the building phase is very unethical and unfair to home owners who have millions on the line with no legal representation. What is the design height depth walls near homes and schools and churches?
8	You did not consider Indian petroglyphs and burial grounds in or near the path way.
9 10	No mention of how the heck foothill reserve residents will drive to work no outlet planned on any map. We only use Pecos and our commuting road.
2	No mention of dust and Indian res. air quality which is bad and getting worse. Must consider current toxins in the air as of 5-14-2013 at GILA and Awatukee south of Pecos.
1	No 2015 projections accurate in the study seems like its based on very old data.
11	Also to have the city pre buying homes is some what unethical as well.
12 13 14 15	Please note I am opposed since it will not allow me faster commute to downtown and will tear down hundreds of homes in my subdivision with no explanation of how it will impact home values or views and noise.
2	Need to study the possibility this project will cause phoenix to loose 1 billion in federal matching funds when the EPA monitoring station in the west valley east of hwy 51 have more violations than 10 per year. Also its not from dust storms... and will increase. Then with out the matching federal dollars our taxpayers have to pay this.
	RECEIVED MAY 28 2013 URBAN PROJECT MANAGEMENT GROUP

Code	Issue	Response
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2	**Air Quality**	
3	**Trucks**	
4	**Hazardous Materials**	
5	**Purpose and Need, Truck Bypass**	
6	**Construction**	To reduce the amount of construction dust generated, particulate control measures related to construction activities must be followed. The following mitigation measures would be followed, when applicable, in accordance with the most recently accepted version of the Arizona Department of Transportation *Standard Specifications for Road and Bridge Construction* (2008). Prior to construction and in accordance with Maricopa County Rule 310, Fugitive Dust Ordinance, the contractor shall obtain an approved dust permit from Maricopa County Air Quality Department for all phases of the proposed action. The permit describes measures to be taken to control and regulate air pollutant emissions during construction (see page 4-173 of the Final Environmental Impact Statement).
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8	**Cultural Resources**	The freeway alternatives were surveyed for archaeological sites, which include petroglyphs (rock art). The archaeological survey documented several petroglyph locations. Subsequently, the freeway alternatives were redesigned to avoid the petroglyph sites. No petroglyphs would be destroyed by implementation of the proposed freeway. Because right-of-way fencing would limit access from the proposed freeway, damage to petroglyph sites would not be facilitated (see Final Environmental Impact Statement pages 4-160 and 4-187).
9	**Construction**	Temporary construction impacts are described in the Draft Environmental Impact Statement beginning on page 4-161. The freeway construction staging plan for the area along Pecos Road would allow for keeping east–west travel open during construction. One side of the freeway would be constructed while traffic remained on Pecos Road. When complete, traffic would be shifted from Pecos Road to the new freeway. At that time, the other side of the freeway would be built. Therefore, traffic would be able to continue to operate as it currently does during construction. However, temporary detours might be needed during construction. (See Final Environmental Impact Statement page 3-27.) In general, travel times along Pecos Road would remain unchanged during construction. After construction, motorists that currently use Pecos Road could use the freeway.

(Responses continue on next page)

Code	Comment Document
	This end up being could be the most expensive project any US city every had to pay for forever. This is not a one time expense and with our federal dollars AZ budget need to increase its funds. It could hurt the city in many ways financially and for poor planned growth.
	You should be required to accurately tell the EPA the correct this environmental study with all up to date 2013 environmental impacts... 21 million spend is potentially fraudulent based on the lack of due diligence and details omitted from insiders direction who promote the freeway. It should be reviewed and independently investigated as to who directed poor study facts and obvious material omissions of fact.
5	You have unethically disguised this truck bi-pass as a 202 highway to relieve traffic on the Broadway curve. Fix the existing hwy 10 and 202 101 first before spending billions in tax dollars.
16	Consider cheaper alternative hwy 8 expansion where less folks live.
17 18	Accurately detail the health and safety impacts to home within 1 mile of a major truck route. Study the impact to terminate movement and the wildlife destruction and native cactus plants and eco system. Isn't that what an environmental study should do rather than promote the freeway?
19 20 4	Environmental study also does not address the additional destruction of wells from subdivisions, and water drainage issues. and the increase risk of truck container spills. This is critical to those who have to stay within 1-3 miles of this.
17	This will also hurt kids in schools near by the folks / elderly with breathing issues.
21	This is discrimination to the Indian community and unethical to there rights as a minority.
22	And to destroy South Mountain a pristine community park (common land) what a shame especially once folks see what this project really will be a USA free trade truck bi-pass. Please stop and re-think about what we are doing with the real facts and with an accurate environmental study.
	AZ will look back on this with regret if it gets approved! Please stop and think with the real facts.
	➢ After the public hearing, community forums will be held at various locations in the Study Area to allow for additional opportunity to provide DEIS comment. Times and locations of the forums will be posted at <azdot.gov/southmountainfreeway> and publish in newspapers and local publications. ➢ Written comments also can be submitted via the following methods: ➢ Online at <azdot.gov/southmountainfreeway> ➢ E-mailing comments to projects@azdot.gov

Code	Issue	Response
10	**Design**	The extension of Chandler Boulevard west of 19th Avenue is included in this project because reasonable access must be maintained to the neighborhoods at the west end of Pecos Road (see Figure 3-33 on page 3-57 in the Final Environmental Impact Statement). Early in the study process a traffic interchange at approximately 27th Avenue was evaluated but ultimately eliminated because of increased residential displacements and cost.
11	**Land Use**	While the City has some ability to control development through its zoning ordinances, the City does not have the authority to stop private land from being developed. The Arizona Department of Transportation was able to acquire large tracts of land along the Pecos Road alignment in the 1980s, but funding shortfalls kept the Arizona Department of Transportation from acquiring all of the needed land. Developers were aware of the potential freeway and made the decision to develop the land based on the risk that the freeway would eventually be built. Citizens were also aware of the potential and chose to buy homes near the freeway despite the same risk. Information related to freeway awareness and the responsibilities of the City of Phoenix, developers, and the Arizona Department of Transportation related to disclosure of the planning for the freeway is presented on page 4-13 of the Final Environmental Impact Statement. The Arizona Department of Transportation purchased some right-of-way along Pecos Road when it was adopted as the freeway alignment in 1988 (see Draft Environmental Impact Statement page 3-53). Should another alternative be adopted as a result of this study, the Arizona Department of Transportation would dispose of the land that has been acquired. Federal Highway Administration regulations do not allow the ownership of right-of-way to be a factor in the decision regarding the selection of an alternative.
12	**Neighborhoods/ Communities**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
13	**Economics, Socioeconomics**	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138–47; "Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor"). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
14	**Visual Resources**	Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-169 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.
15	**Noise**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
16	**Alternatives**	The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other "loop" freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. The State Route 85/Interstate 8 Alternative was evaluated for the proposed project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.
17	**Health Effects**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
18	**Biology, Plants, and Wildlife**	
19	**Groundwater**	If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner would be compensated by drilling a new well according to state regulations/standards. (See text box on Final Environmental Impact Statement page 4-108.)
20	**Drainage**	Flood protection levels are dictated by the design class of the highway. In the case of the proposed South Mountain Freeway, it is designated as a Class I. Therefore, flood protection levels would be designed to the 50-year (storm) level. However, as a standard Arizona Department of Transportation practice, the floodwaters developing upstream of the culvert entrance would be reviewed at the 100-year level to ensure "headwaters" do not adversely affect existing properties. (See Draft Environmental Impact Statement page 4-102.) All bridges on major waterways such as the Salt River are designed to maintain minimum water surface elevations at the 100-year level for flood levels and built to structurally withstand the superflood, a flood expected only once in 500 years.

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
21	**Environmental Justice/Lifestyle**	The Draft Environmental Impact Statement describes a decade-long consultation and coordination effort led by the Arizona Department of Transportation and the Federal Highway Administration with the Gila River Indian Community and other Native American tribes. As a result of the consultation, the cultural importance of the South Mountains is acknowledged in the Draft Environmental Impact Statement in several locations, notably page 5-26. The proposed project would accommodate and preserve (to the fullest extent possible from the available alternatives) access to the South Mountains for religious practices. Section 106 of the National Historic Preservation Act requires a government-to-government relationship between the Federal Government and Indian tribes as described beginning on page 4-140 of the Final Environmental Impact Statement. Section 106 requires federal agencies take into account the effects of their undertakings on historic properties and requires consultation with tribal authorities. Consultation has occurred with Gila River Indian Community government officials, the Tribal Historic Preservation Officer, the Cultural Resource Management Program, other tribes, and the State Historic Preservation Office and has led to concurrence from the Gila River Indian Community Tribal Historic Preservation Office and the State Historic Preservation Office on National Register of Historic Places eligibility recommendations (including traditional cultural properties like the South Mountains), project effects, and proposed mitigation and measures to minimize harm. This consultation has been ongoing and will continue until any commitments in a record of decision are completed. The section entitled *Title VI and Environmental Justice*, beginning on page 4-29 in the Draft Environmental Impact Statement, presents acceptable methods, data, and assumptions to assess the potential for disproportionately high and adverse effects from the proposed action on environmental justice populations and disparate impacts to populations protected under Title VI. Based on the content of the section, no such effects would result from the action alternatives. In light of comments received on the Draft Environmental Impact Statement, the above-referenced conclusions were confirmed in the preparation of the Final Environmental Impact Statement. To provide further clarity, the discussions of environmental justice and Title VI were separated and additional text explaining the relationship of environmental justice and Title VI to various environmental elements was added throughout Chapter 4, *Affected Environment*, *Environmental Consequences, and Mitigation*, as exemplified by the inserted text on page 4-29 of the Final Environmental Impact Statement.
22	**Section 4(f) and Section 6(f)**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

LOOP 202
South Mountain
Freeway Study

Draft Environmental Impact Statement
COMMENT FORM

Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.

ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

It is helpful to ADOT to receive comments on:

- A particular alternative, environmental impact assessment, and/or draft mitigation.
- Any information you feel is incomplete or incorrect.
- How the proposed action would affect you.

Comments must be received or postmarked by July 24, 2013.

opposed DUE to DEIS

1 2 DID not Review CAMEX TRUCK TRAFFIC
DID not Retest GILA INDIAN AIR
3 sensors south of pecos.

4 DID not incorporate 2005 AIR T
TOXIC compound study THAT WAS
PUBLICLY filed showing levels of particle
pollution + CONTINUING above EPA
+ Healthy levels

5 Does not study wind change + redeed pollution
6 FROM cutting thru mountain.
NOR toxic waste. spills

Optional

Name Kent LaMarre Email

Address

City State Zip

Phone Fax

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov **or mailed to:** ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150

ADOT U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	**Trucks**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Purpose and Need, Truck Bypass**	
3	**Air Quality**	
4	**Air Quality**	Summary information about the findings of the Joint Air Toxics Assessment Project study is provided as background information in the Draft and Final Environmental Impact Statements, but the study itself is not relevant to the type of analysis done pursuant to the Federal Highway Administration's mobile source air toxics guidance, which is an emissions analysis. Monitored ambient concentrations of mobile source air toxics (the focus of the Joint Air Toxics Assessment Project) do not inform this type of analysis. While monitoring data can be useful for defining current conditions in the affected environment (to the extent that the monitoring data are current), they don't tell us anything about future conditions, or the impacts of the project itself, which is why an emissions analysis was performed. The mobile source air toxic analysis presented beginning on page 4-77 of the Final Environmental Impact Statement is an estimated inventory of mobile source air toxic emissions for the entire Study Area for 2025 and 2035. This approach was used because the inventory estimate accounts for changes in traffic and emissions on all roadways affected by a proposed project, and would, therefore, be a more reliable predictor of changes in exposure to mobile source air toxics. The Draft and Final Environmental Impact Statements present information and analysis about the proposed action and the enhanced conditions when compared against the No-Action Alternative and would not cause significant adverse effects. The Federal Highway Administration and Arizona Department of Transportation Draft and Final Environmental Impact Statements account for the potential effects when considering both adverse and beneficial impacts. The Draft and Final Environmental Impact Statements provide in-depth discussion of potential air quality impacts of the proposed alternatives. The carbon monoxide analysis presented on page 4-65 of the Draft Environmental Impact Statement and updated on page 4-75 of the Final Environmental Impact Statement represents projected carbon monoxide concentrations along the project corridor, including those proposed interchange locations along the South Mountain Freeway corridor. The Arizona Department of Transportation also conducted a quantitative particulate matter (PM_{10}) hot-spot analysis that is discussed on page 4-76 of the Final Environmental Impact Statement. Both of these analyses demonstrate that the health-based National Ambient Air Quality Standards for carbon monoxide and particulate matter (PM_{10}) would not be exceeded at worst-case locations along the project corridor.

(Response 4 continues on next page)

Code	Comment Document

Code	Issue	Response
4 (cont.)		The emission modeling developed for the proposed action showed that for the mobile source air toxics study area, there would be little difference in total annual emissions of mobile source air toxics emissions between the Preferred and No-Action Alternatives (less than a 1 percent difference) in 2025 and 2035. With the Preferred Alternative in 2035, modeled mobile source air toxics emissions would decrease by 57 percent to more than 90 percent, depending on the pollutant, despite a 47 percent increase in vehicle miles traveled in the Study Area compared with 2012 conditions (see discussion beginning on page 4-77 of the Final Environmental Impact Statement). The carbon monoxide and particulate matter (PM_{10}) analyses demonstrated that the proposed freeway would not contribute to any new localized violations, increase the frequency or severity of any existing violation, or delay timely attainment of the National Ambient Air Quality Standards or any required interim emissions reductions or other milestones.
5	**Air Quality**	According to the Arizona Department of Transportation, 2013, *Air Quality Assessment South Mountain Freeway 202L Draft Report*, review of wind data from the Gila River Indian Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows and stable atmospheric conditions, wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns tend to flow from the east to the lower elevations along the Gila River. During the warmer hours' improved mixing, flows typically follow the river channel and come from the north and northwest. Likewise, during a 1-month-long meteorological monitoring period (November 20, 2006, through December 21, 2006) at Pecos Road and 40th Street and a second 1-month-long monitoring period at Pecos Road and 24th and 40th streets (April 19, 2007, through May 21, 2007), winds during the morning hours typically were from the northeast. During the warmer hours, and with improved mixing, winds typically were from the west.
6	**Hazardous Materials**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

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1 MR. LAPIERRE: I'm opposed to the quality of the
2 Draft Environmental Impact Study, due to the fact that the
3 hazardous material and risk of trucks overturning or spills
4 hasn't been addressed, nor has the southbound traffic -- which
5 will obviously carry the truck route, preferred truck route
6 from Los Angeles to Mexico -- has not been incorporated into
7 the Draft Environmental Study properly.
8 The other big concern is that the study in 2001 and
9 the study in 2005 -- which showed particulate-matter pollution,
10 ozone, and cancerous airborne particles -- already, in 2005,
11 exceeded the EPA standard. That particular monitoring station
12 is located in Gila reservation, about two miles south of the
13 Pecos Highway preferred route. That part of the study, which
14 was determined by the Government and the Environmental
15 Protection Agency as nonsustainable, needs to be retested and
16 incorporated into any environmental impact study. To not
17 incorporate that is morally, socially, and environmentally
18 deficient and should be litigated and brought forth as a public
19 concern over the project.
20 The other concern is: Cutting through ridges of
21 South Mountain will create particulate-matter pollution to flow
22 into the Ahwatukee residential community, which will have a
23 direct environmental impact.
24 The other concerns that we have is: The noise,
25 which is going to be echoing through the canyon into the

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Code	Issue	Response
1	**Hazardous Materials**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Trucks**	
3	**Purpose and Need, Truck Bypass**	
4	**Air Quality**	Summary information about the findings of the Joint Air Toxics Assessment Project study is provided as background information in the Draft and Final Environmental Impact Statements, but the study itself is not relevant to the type of analysis done pursuant to the Federal Highway Administration's mobile source air toxics guidance, which is an emissions analysis. Monitored ambient concentrations of mobile source air toxics (the focus of the Joint Air Toxics Assessment Project) do not inform this type of analysis. While monitoring data can be useful for defining current conditions in the affected environment (to the extent that the monitoring data are current), they don't tell us anything about future conditions, or the impacts of the project itself, which is why an emissions analysis was performed. The mobile source air toxic analysis presented beginning on page 4-77 of the Final Environmental Impact Statement is an estimated inventory of mobile source air toxic emissions for the entire Study Area for 2025 and 2035. This approach was used because the inventory estimate accounts for changes in traffic and emissions on all roadways affected by a proposed project, and would, therefore, be a more reliable predictor of changes in exposure to mobile source air toxics. The Draft and Final Environmental Impact Statements present information and analysis about the proposed action and the enhanced conditions when compared against the No-Action Alternative and would not cause significant adverse effects. The Federal Highway Administration and Arizona Department of Transportation Draft and Final Environmental Impact Statements account for the potential effects when considering both adverse and beneficial impacts. The Draft and Final Environmental Impact Statements provide in-depth discussion of potential air quality impacts of the proposed alternatives. The carbon monoxide analysis presented on page 4-65 of the Draft Environmental Impact Statement and updated on page 4-75 of the Final Environmental Impact Statement represents projected carbon monoxide concentrations along the project corridor, including those proposed interchange locations along the South Mountain Freeway corridor. The Arizona Department of Transportation also conducted a quantitative particulate matter (PM_{10}) hot-spot analysis that is discussed on page 4-76 of the Final Environmental Impact Statement. Both of these analyses demonstrate that the health-based National Ambient Air Quality Standards for carbon monoxide and particulate matter (PM_{10}) would not be exceeded at worst-case locations along the project corridor.

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1 Ahwatukee Foothills where residents live, has not been
2 addressed. Yes, it is different than Highway 101. It is
3 dramatically different than the current 202 that was built,
4 because we have mountains on two angular sides, where sound
5 currently echoes off of the mountains.
6 For example, if you were sitting in your backyard
7 and you had a party, everyone in a four- to five-mile radius
8 can hear the noise from your backyard. So can you imagine
9 adding 150,000 trucks and cars going through that? The sound
10 will be amplified naturally by the -- the mountain and the
11 terrain, both sets of mountains: the Estrellas and the South
12 Mountain.
13 Also, the destruction to habitat, such as goats,
14 javelinas, wildlife, those little gophers that are in the
15 ground, birds, and other animals. Even though it is minimized
16 in this project, it's still going to be dramatically impacted.
17 So the other thing that's a concern is issues with
18 health and breathing. Currently, most of the residents in
19 Ahwatukee do see a lot of pollutions and toxins from the air.
20 And a combination of these elements -- including benzine,
21 ozone, dust particulates -- will be dramatically made worse by
22 a highway, which will cause the elderly and the children in the
23 community to have more respiratory problems and asthma
24 problems.
25 In the last two years, there's been many studies

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Code	Issue	Response
4 (cont.)		The emission modeling developed for the proposed action showed that for the mobile source air toxics study area, there would be little difference in total annual emissions of mobile source air toxics emissions between the Preferred and No-Action Alternatives (less than a 1 percent difference) in 2025 and 2035. With the Preferred Alternative in 2035, modeled mobile source air toxics emissions would decrease by 57 percent to more than 90 percent, depending on the pollutant, despite a 47 percent increase in vehicle miles traveled in the Study Area compared with 2012 conditions (see discussion beginning on page 4-77 of the Final Environmental Impact Statement). The carbon monoxide and particulate matter (PM_{10}) analyses demonstrated that the proposed freeway would not contribute to any new localized violations, increase the frequency or severity of any existing violation, or delay timely attainment of the National Ambient Air Quality Standards or any required interim emissions reductions or other milestones.
5	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix. In May 2012, the Arizona Department of Environmental Quality submitted a revised Maricopa Association of Governments 2012 Five Percent Plan for the region. On July 20, 2012, the U.S. Environmental Protection Agency made an official finding that the Maricopa Association of Governments 2012 Five Percent Plan was administratively complete. This decision ended the sanctions clocks associated with Arizona's decision to withdraw the Maricopa Association of Governments 2007 Five Percent Plan. On February 6, 2014, the Environmental Protection Agency published a notice in the *Federal Register* proposing to approve the Maricopa Association of Governments *2012 Five Percent Plan for Attainment of the PM-10 Standard* for the Maricopa County Nonattainment Area. In the same notice, the U.S. Environmental Protection Agency stated that it would concur with exceptional event (as a result of haboobs and dust storms) documentation prepared by the Arizona Department of Environmental Quality, which would give the region the 3 years of clean data needed for attainment of the particulate matter (PM_{10}) 24-hour standard. Finally on May 30, 2014, the U.S. Environmental Protection Agency approved the 2012 Five Percent Plan and found the area in attainment of the 24-hour particulate matter (PM_{10}) standard based on monitoring data for the years 2010 to 2012 (see page 4-72 of the Final Environmental Impact Statement for more information).
6	**Air Quality**	Air quality depends on several factors such as the area itself (size and topography), the prevailing weather patterns (meteorology and climate) and the pollutants released into the air. Cuts through the South Mountains would be expected to produce microclimate differences similar to those produced by a series of buildings in a large city that produce localized wind tunnel effects. The mountain cuts, however, would not affect regional air quality.

(Responses continue on next page)

Code	Comment Document

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1 about construction and homes and schools near highways, that
2 had not been studied in 2008/2009 and is not incorporated into
3 the Environmental Draft Impact Study. So how could an impact
4 study that spent $21 million not take into consideration new
5 health warnings by many, many agencies about the impact on
6 asthma and the increase in autism caused by particulates from
7 living near highways?
8 So, to go back to 2008, when this wasn't public
9 information as a health risk, and not incorporate the
10 state-of-the-art studies on health risks due to highway
11 development is definitely deficient.
12 Other than that, just the concept of the fact that
13 there's no additional high-tech sound barrier walls being put
14 up. Having ADOT say, "Oh, we'll build you a ten-foot concrete
15 wall," does not mitigate the noise because the noise is going
16 to echo through the canyon because the highway is elevated.
17 The other thing is that it's directly affecting
18 residents who have natural views. To elevate a highway and not
19 really know how high and to destroy the views that people have
20 from their homes and from their backyards in preserves are an
21 impact.
22 The other thing that I want to bring out is, in the
23 subdivision that I live, which is in the Crossings in the
24 Foothills, our homes, on certain streets, back to what's called
25 the Navy-protected wildlife sanctuary, which is specifically

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Code	Issue	Response
7	**Noise**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix. As discussed in the Noise Analysis Technical Report prepared for the Final Environmental Impact Statement, the proposed South Mountain Freeway was modeled in the latest version of the Traffic Noise Model (version 2.5). This is a three-dimensional model that factors in elements of the proposed freeway using x, y, and z coordinates. The model did account for the elevations of the freeway, nearby homes that may be elevated above the road, and any recommended barriers between the homes and freeway. This is the same procedure and same model used for other freeway projects in the Phoenix metropolitan area and across the country.
8	**Biology, Plants, and Wildlife**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
9	**Health Effects**	
10	**Visual Resources**	For most of the alignments of each of the action alternatives, the proposed freeway would be elevated above the natural grade of the surrounding land. This elevated profile would allow noise to carry farther, creating noise impacts at greater distances from the freeway. Depressing the profile of the freeway below grade might reduce traffic noise levels adjacent to depressed sections. However, it would be necessary to also construct at-grade noise barriers to achieve noise reduction goals at receiver locations adjacent to depressed freeway sections (see page 4-99 in the Final Environmental Impact Statement). This strategy would reduce visual impacts associated with high noise barriers on elevated freeways, but would entail ground-level noise barriers and their associated interference with views. Thus, with either approach to noise reduction, views of nearby mountains could be disrupted. The specific impacts would depend on sightlines that would be determined by the height of any noise barriers constructed, the intervening topography, and the distance of the barriers from the residences in question.
11	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).

Code	Comment Document

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1 zoned to have no development, no trimming of trees, no touching
2 of anything. Yet this part of the land that spills into Pecos
3 is going to be taken over by ADOT. So the concern is: How can
4 they just, through proper use or need for use, justify taking
5 over what is currently a protected natural reserve?
6 And this area is not part of South Mountain. It's
7 actually part of our community. It's funny how that is not
8 even brought up in the study. Yet, if I cut down a plant in my
9 backyard, I can get fined and get in trouble for that.
10 So destroying that part of the subdivision, and
11 also not really sitting down with our subdivision, talking
12 about the elimination of the multiple homes and what ADOT can
13 do in terms of building, you know, either a park or some kind
14 of, you know, offset for the damage that we're going to have to
15 our community, is just not acceptable.
16 And to say that it will be in the design phase,
17 which is after public input, is also kind of a catch 22, to
18 say, "Oh, don't worry about that; we'll deal with it in the
19 design phase," when we all know ADOT's stance is: You get a
20 ten-foot wall, and that's what you see. And that's, you know,
21 the remedy to any noise or whatever.
22 The other thing that's real important to us is when
23 you add, to the toxicity in the air right now, trucks coming
24 from Mexico, coming from LA, using the truck route. And the
25 truck standards for pollution in Mexico are lower than the

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Code	Issue	Response
12	**Acquisitions and Relocations**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
13	**Neighborhoods/ Communities**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
14	**Design**	The current level of engineering is used to determine the limits of environmental and construction impacts due to the proposed freeway. The location and profile of the freeway are evaluated to minimize potential changes to the freeway as the design level would progress. The current level of engineering is an accepted industry standard for determining impacts. (See Draft Environmental Impact Statement sidebar on page 3-40 for more discussion.)

Code	Comment Document

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1 quality standards for trucks that originate in the U.S. That
2 has to be studied as an additional impact.
3 This is not like the 101 and the current 202, where
4 United States trucks travel to do local traffic. This is the
5 transportation corridor going from other countries like Canada
6 and Mexico. So the fact that there is lax standards on
7 emissions in those trucks that are currently allowed to go into
8 the U.S. and not study the toxic impact to the air quality, in
9 a valley where this air just sits and pushes up against the
10 mountain, is very deficient.
11 So, for example, on the Highway 101 we don't have
12 trucks from Mexico that were added when it was built. We also
13 have flat land on most of the 101, where the air pollution
14 doesn't sit in a cloud and build up and create a toxin. It
15 flows across.
16 It's the same thing when you go to Chandler and
17 Gilbert on the 202. It's relatively flat. There's no
18 mountains abutting or being cut through that can trap air
19 pollution. So we're very, very concerned about that part of
20 it, as well.
21 And the other thing that I would like to put into
22 the record is: Homeowners in this community should be offered
23 some kind of compensation to move out of the community due to
24 the health risk and impact that it will cause to the residents,
25 children, and the elderly.

5 15

9 12

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Code	Issue	Response
15	**Air Quality**	According to the Arizona Department of Transportation, 2013, *Air Quality Assessment South Mountain Freeway 202L Draft Report*, review of wind data from the Gila River Indian Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows and stable atmospheric conditions, wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns tend to flow from the east to the lower elevations along the Gila River. During the warmer hours' improved mixing, flows typically follow the river channel and come from the north and northwest. Likewise, during a 1-month-long meteorological monitoring period (November 20, 2006, through December 21, 2006) at Pecos Road and 40th Street and a second 1-month-long monitoring period at Pecos Road and 24th and 40th streets (April 19, 2007, through May 21, 2007), winds during the morning hours typically were from the northeast. During the warmer hours, and with improved mixing, winds typically were from the west.

Code	Comment Document

12 16 17 18 5 2

1 And if, for example, a stipend of 50,000 was given,
2 for us to just sell out and leave the community, that should
3 certainly be part of a $9 billion highway study and be
4 supported by the community for those that, you know, want to
5 get out of the way of the highway but are trapped due to the
6 cost of moving, the cost of not being able to sell the home
7 because homes are depreciating, not appreciating, because no
8 one wants to live near a highway.
9 The other concern that we have is: What is going
10 to happen with the access, that we enjoy now, leaving our
11 community? We actually don't have any roads leaving out of our
12 community. And to build another side street will just cause
13 more congestion and more pollution buildup because people will
14 be jammed trying to get on the highway.
15 So to not have that studied, when Ahwatukee is the
16 largest subdivision in America and all of these cars get backed
17 up, where is the part of the Draft Environmental Impact Study
18 that says when cars are idling and emitting toxins in the air,
19 what is going to be contributing?
20 You know, we talk about these studies of going out
21 to 2035. Well, where is the pollution counts and the levels of
22 pollution?
23 The other thing that's very concerning is, when you
24 mix chemicals from trucks, unregulated or less regulated
25 emissions from Mexico, stagnant air that's sitting and pushed

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Code	Issue	Response
16	**Economics, Socioeconomics**	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138–47; "Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor"). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
17	**Design**	The extension of Chandler Boulevard west of 19th Avenue is included in this project because reasonable access must be maintained to the neighborhoods at the west end of Pecos Road (see Figure 3-33 on page 3-57 in the Final Environmental Impact Statement). Early in the study process a traffic interchange at approximately 27th Avenue was evaluated but ultimately eliminated because of increased residential displacements and cost. The freeway construction staging plan for the area along Pecos Road would allow for keeping east–west travel open during construction. One side of the freeway would be constructed while traffic remained on Pecos Road. When complete, traffic would be shifted from Pecos Road to the new freeway. At that time, the other side of the freeway would be built. Therefore, traffic would be able to continue to operate as it currently does during construction. However, temporary detours may be needed during construction. (See Final Environmental Impact Statement page 3-27.)
18	**Traffic**	In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system. The City study found no adverse effects on the local street system from the freeway (see Appendix 3-1).

Code	Comment Document

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1 up against the mountain, and you mix those chemicals with the
2 current air quality that's in violation of EPA standards today,
3 and then you mix more compounds, you're creating an unknown
4 compound and health risk that's going to sit in the air and not
5 flow.
6 It's very apparent. Anyone with a high school
7 education can go to Ahwatukee and see the pollution and test
8 the air quality. But yet no one has decided to do a new test
9 station in Ahwatukee. No one has decided to revisit the 2005
10 study, which showed that these particles are actually
11 cancer-causing and are in danger, back in 2005.
12 And can you imagine, eight to ten years after 2005,
13 that the pollution is worse? I think anyone can, with common
14 sense, say: Absolutely, it is.
15 And it should be at least studied.
16 That doesn't mitigate the fact that we need a
17 highway. But we would also urge that ADOT go back to the
18 Indian community and maybe align a highway, to create a new
19 alignment for a highway and approach the Indian community and
20 find out where south on their land they would consider.
21 There's plenty of traffic routes, that are actually
22 through Maricopa and up through Highway 85, that are currently
23 used as truck traffic. And we all know this highway is for
24 truck traffic.
25 For social use, it does not allow anyone from

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Code	Issue	Response
19	**Alternatives, Gila River Indian Community Alignment**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
20	**Alternatives**	The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other "loop" freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. The State Route 85/Interstate 8 Alternative was evaluated for the proposed project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.

Code	Comment Document

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1 Ahwatukee to get to downtown any quicker than going the other
2 way. It just doesn't do it. You're actually going to be about
3 15 miles outside of downtown and going into traffic on the 10
4 to get to downtown. So I would propose people that are going
5 on this new highway, to go work downtown, are going to actually
6 create more congestion on Highway 10 because Highway 10 has not
7 been expanded.
8 We also need alternate routes that go east/west,
9 other than Pecos, in addition to this highway, so that it will
10 relieve other traffic.
11 The last point that's a concern for me is the
12 environmental EPA's testing site. Pretty much, in Laveen right
13 now, which is south of the 10, and east of 79th Avenue is it is
14 already in violation of the EPA standards. It has 13
15 air-quality violations last year, 22 particulate violations
16 last year.
17 And somehow the trucking industry and the City has
18 gotten an exemption to say that: Oh, it's storm-related.
19 Well, you guys have to really study an
20 environmental impact study, how that sensor which can't be
21 moved by the EPA is going to cause the City of Phoenix to be in
22 air-quality violation, losing Federal highway money. So this
23 $9 billion highway could turn into a loss of $1.2 billion a
24 year, after the highway is built, if that sensor is in
25 violation.

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Code	Issue	Response
21	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
22	**Design**	Construction of the proposed freeway would include widening along Interstate 10 to facilitate entrance and egress of vehicles between the two freeways. Additional information related to the Interstate 10 modifications can be found in Figure 3-26 on page 3-49 and Figure 3-29 on page 3-53 of the Final Environmental Impact Statement. The design of the connection to Interstate 10 and the widening along Interstate 10 were developed in accordance with the Federal Highway Administration's interstate system Access Informational Guide and have received an initial determination of operational and engineering acceptability from the Federal Highway Administration.

Code	Comment Document

1 Everyone knows new development is going to be built
2 in Laveen. Truck depots are being built now. Business owners,
3 politicians are buying tracts of land. It's going to cause
4 more toxic emissions into the environment and not less. So to
5 reduce air-quality issues by about 5 to 10 percent, with the
6 new highway, is going to be overridden by the increased growth,
7 the increased traffic, the increased congestion of trucks and
8 cars trying to get on the highway, which is going to cause that
9 sensor to be in violation even more. And to, again, not study
10 that is grossly negligent.
11 The other thing is toxic spills and truck accidents
12 have to be studied more. ADOT is saying that it's about
13 147,000 cars or trucks a day, when our independent studies have
14 shown it's about 15 percent more than that. And it's not even
15 considering the additional truck traffic. So we all know the
16 Swift Transportation, located in Laveen; truck depots being
17 built; and also land leases on Pecos -- owned by politicians
18 who already have designs to do truck depots and rest stops --
19 will cause idle trucks to emit benzine and sulfur dioxide into
20 the air because they'll be sitting at truck depots.
21 And why has that not been studied as an
22 environmental impact?
23 Real critical, key things that have not been
24 studied. And I would strongly urge that the 2005 study on
25 particulates in the air be entered into the record for the

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Code	Issue	Response
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Code	Comment Document

1 final draft study, the proposal, before it gets submitted to
2 the Government. It's grossly negligent for that not to be
3 included.
4 I appreciate your time. Thanks for your comments.
5 And I hope -- hope we have our voices heard. Thank you very
6 much.
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Code	Issue	Response

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: NO BUILD
Date: Monday, July 22, 2013 8:52:15 AM

From: Ulises Lara [mailto:youler800@gmail.com]
Sent: Monday, July 22, 2013 4:18 AM
To: Projects
Subject: NO BUILD

1 I am writing this e-mail to express my opinion on the Loop-202 extension. I don't think it is needed. Please stop it.

2 3 Arizona has an urban-sprawl problem and we are also in an economic depression. The loop-202 extension is a waste of money and resources. We don't need it. Please Stop it.

-Ulises Lara

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Code	Issue	Response
1	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Neighborhoods/ Communities**	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.
3	**Purpose and Need**	The worldwide recession that began in late 2007 generated a substantial downturn in growth rates for new housing and employment across the United States. Arizona particularly suffered the effects of this recession because, beginning in the early 2000s, Arizona in general and Maricopa County specifically experienced some of the fastest population, housing, and employment growth rates in the country. Because the need for the proposed freeway is predicated in part on projected growth, one might conclude the recession reduced that need. An economic downturn associated with a given recession is, however, generally considered a short-term phenomenon with respect to the longer-term planning horizon established for the proposed freeway. Socioeconomic indicators have steadily and consistently increased in the region since the early 1900s. The critical factors underlying these indicators remain unchanged. (See the sidebar on Final Environmental Impact Statement page 1-11.)

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: Build it!!!!!!! **Date:** Wednesday, May 15, 2013 11:19:34 AM **From:** Jerry LaRocca - Facilities and Mfg Manager [mailto:jlarocca@azic.com] **Sent:** Wednesday, May 15, 2013 11:16 AM **To:** Projects **Subject:** Build it!!!!!!! I vote to build the south mountain freeway. Please make it soon! **Jerry LaRocca** **Mfg & Facilities Manager** **Arizona Instrument LLC.** **jlarocca@azic.com** **602-281-1660** **Green Solutions for Moisture and Toxic Gas Analysis** Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: NO on the 202
Date: Monday, May 20, 2013 8:30:03 AM

From: M. L. [mailto:ofwah@yahoo.com]
Sent: Saturday, May 18, 2013 10:25 AM
To: Projects
Subject: NO on the 202

1 2 3

During this economic downturn we do not and should not be spending more money on roads. Demographers project that our population will be decreasing in the future and subsequently our traffic will not be getting worse.

NO on building the 202.

Marsha Larson
Glendale, AZ

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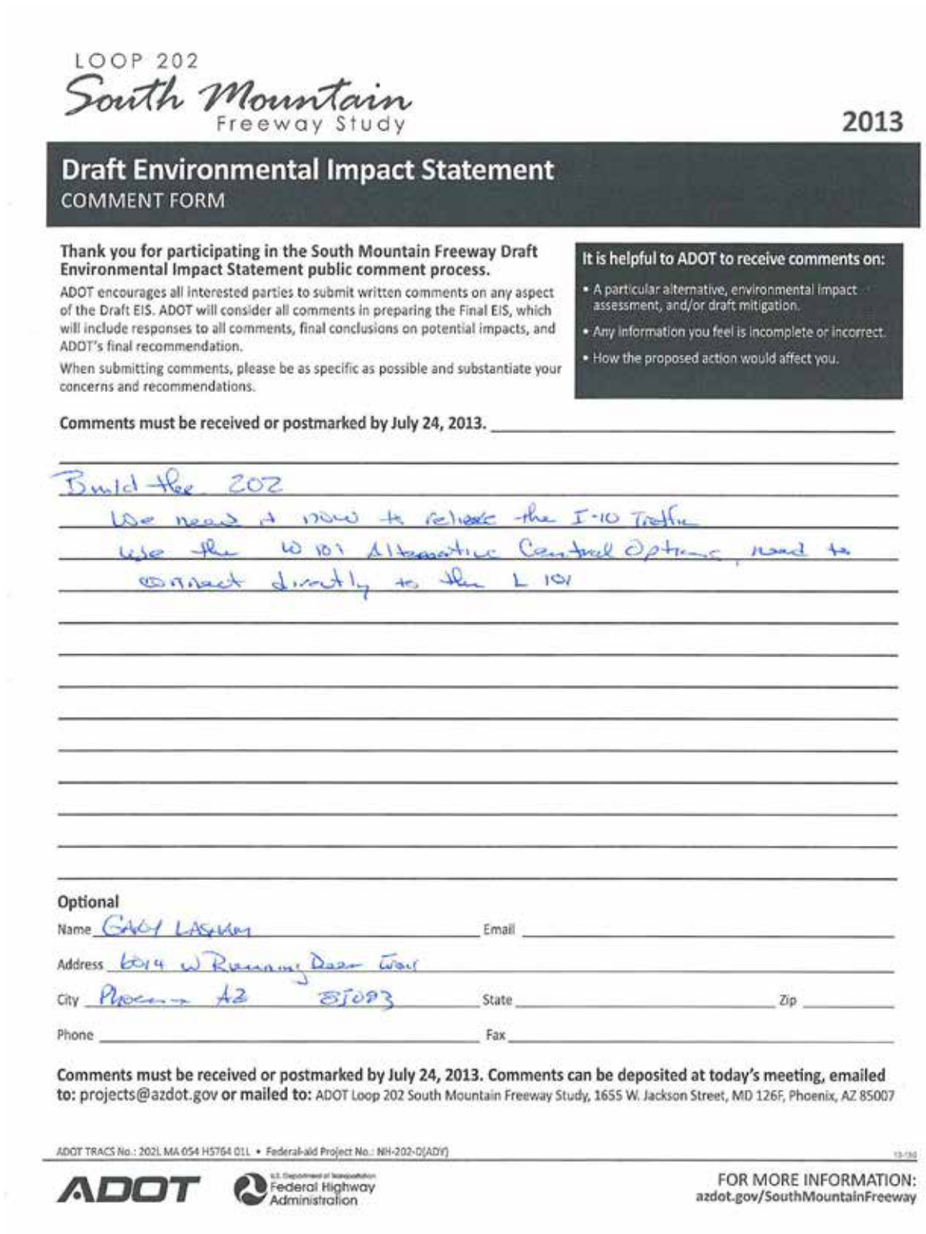
Code	Issue	Response
1	**Purpose and Need**	The worldwide recession that began in late 2007 generated a substantial downturn in growth rates for new housing and employment across the United States. Arizona particularly suffered the effects of this recession because, beginning in the early 2000s, Arizona in general and Maricopa County specifically experienced some of the fastest population, housing, and employment growth rates in the country. Because the need for the proposed freeway is predicated in part on projected growth, one might conclude the recession reduced that need. An economic downturn associated with a given recession is, however, generally considered a short-term phenomenon with respect to the longer-term planning horizon established for the proposed freeway. Socioeconomic indicators have steadily and consistently increased in the region since the early 1900s. The critical factors underlying these indicators remain unchanged. (See the sidebar on Final Environmental Impact Statement page 1-11.)
2	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Traffic**	The Federal Highway Administration and the U.S. Environmental Protection Agency approved the air quality conformity determination that includes the Maricopa Association of Governments regional travel demand model that produced the traffic projections used in the traffic analysis for the project (see Final Environmental Impact Statement page 3-27). Traffic projections are regularly updated by the Maricopa Association of Governments. The traffic projections in the Draft Environmental Impact Statement are from a model adopted in 2011. Key model inputs used to forecast travel demand included (see Table 3-7 on Draft Environmental Impact Statement page 3-27): · socioeconomic data based on the adopted general plans of the Maricopa Association of Governments members, along with population and economic forecasts and the existing and planned transportation infrastructure as identified by the Maricopa Association of Governments members · the anticipated average number of vehicle trips within the region (including those to and from the region's households) on a daily basis (this number is tracked regularly by the Maricopa Association of Governments) · the distribution of transportation modes used by travelers in the Maricopa Association of Governments region (also tracked regularly by the Maricopa Association of Governments) · the capacity of the transportation infrastructure to accommodate regional travel · the future transportation infrastructure established using *Regional Transportation Plan*-planned projects and improvements and from known arterial street network improvements assumed to be made by the County, Cities, and private developers. In June 2013, the Maricopa Association of Governments approved new socioeconomic projections for Maricopa County. The purpose and need and analysis of alternatives were updated and reevaluated using these new socioeconomic projections and corresponding projections related to regional traffic. The conclusions reached in the Draft Environmental Impact Statement were validated in the Final Environmental Impact Statement (see Chapter 3, *Alternatives*).

Code	Comment Document
1	

LOOP 202
South Mountain
Freeway Study
2013

Draft Environmental Impact Statement
COMMENT FORM

Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.

ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

It is helpful to ADOT to receive comments on:
- A particular alternative, environmental impact assessment, and/or draft mitigation.
- Any information you feel is incomplete or incorrect.
- How the proposed action would affect you.

Comments must be received or postmarked by July 24, 2013.

Build the 202
We need it now to relieve the I-10 Traffic
like the W 101 Alternative Control Options, need to
connect directly to the L 101

Optional
Name Gary Lasker Email
Address 6014 W Running Deer Way
City Phoenix AZ 85083 State Zip
Phone Fax

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov **or mailed to:** ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)

ADOT Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	**Alternatives, W59 Alternative Versus W101 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

From: Gail Lasserre
To: Projects
Subject: Loop 202 Expansion Through Ahwatukee
Date: Friday, June 21, 2013 11:55:52 AM

Hi! My family has lived in Ahwatukee for 7 years. We love that it's quiet, private, and somewhat secluded.

We DO NOT support the addition of another freeway through our community. I-10 is providing plenty of access for those smuggling drugs and/or people to get in and out of our community.

1 2 3 4

Our drive times to other areas of the valley are fine as they are. We do not favor extending the 202, as we feel it will increase crime, pollution, and noise.

Thanks for your consideration.

Gail Lasserre
314-322-4600

Code	Issue	Response
1	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Neighborhoods/ Communities**	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
3	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
4	**Noise**	

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 INCOMING CALL TIME: 8:01 PM CALLER: OLGA LATONA CALLER ADDRESS: 1601 E. SAINT ANNE AVENUE, PHOENIX, AZ 85042 PHONE: 602-268-9694 EMAIL: **CALLER REMARKS/QUESTIONS:** I support the South Mountain Freeway and I agree with the decision and am very happy for that. Thank you. Bye bye.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Build the South Mountain Freeway
Date: Wednesday, May 15, 2013 8:37:38 AM

From: Lauridsen, Pamela K [mailto:pamela.k.lauridsen@intel.com]
Sent: Tuesday, May 14, 2013 11:35 PM
To: Projects
Cc: info@buildthe202.com
Subject: Build the South Mountain Freeway

1 When I bought my property in 2003 the 202 was schedule to be built - the was a huge selling point to me as I work in Chandler and I live at 77th and Broadway the 202 would have and will reduce my commute time in half. Now 10 years later the 202 still has not been approved and being constructed. It is imperative that this project begin immediately to support existing and future traffic growth in the valley. Thank you

Regards,
Pamela K. Lauridsen

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Code	Issue	Response
1	**Alternatives**	Upon completion of the environmental impact statement process, and if the Selected Alternative were to be an action alternative, the Arizona Department of Transportation would begin the design phase, which would be followed by the final right-of-way acquisition process. Then other early construction tasks such as utility relocations would begin. The corridor would be divided into multiple final design segments. Construction sequencing and duration could change based on several factors, including funding availability, traffic volumes, coordination with other major freeway projects, earthwork balancing, utility relocation schedules, and regional priorities.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway bypass
Date: Friday, June 28, 2013 9:08:09 AM
Attachments: image001.png

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov
ADOT Communications

From: Gene Lauritano [mailto:genel@cadence.com]
Sent: Thursday, June 27, 2013 4:13 PM
To: Projects
Subject: South Mountain Freeway bypass

I live in Ahwatukee, and frequently use Pecos boulevard, South Mountain Park, and surrounding
areas for biking and hiking. On a typical Saturday morning, there are literally 100's of people out there, cycling along pecos, running the trails, or enjoying a beautiful hike in the solitude of
the South Mountain park and trails.

I have followed the 202-bypass discussions for many years and would like to voice my concerns –
the cost, ecological and more importantly "community" damage it will cause far exceed any benefit that adding a (primarily truck) bypass route would provide.

So I would strongly encourage ADOT to explore other options – either far south of phoenix if this is truly a truck bypass route, or a no-build option (the long-term solution to Phoenix's traffic issues will NOT be solved by building this) or even by working with the Indian nation to
get access 1-2 miles south of the existing Pecos read (where no damage will need to be done
to South Mountain park, nor will neighborhoods be destroyed).

Please feel free to let me know if you need further input. But I would like to strongly voice my

Code	Issue	Response
1	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
2	**Purpose and Need, Truck Bypass**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Alternatives**	The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Final Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.
4	**Purpose and Need**	According to the project team's traffic analysis, without the proposed freeway, existing roads and planned road improvements would accommodate about 76 percent of the transportation demand projected for 2035, leaving 24 percent of the anticipated demand unmet. If one assumes better-than-expected performance of nonfreeway aspects of the transportation system, 13 additional percentage points of the 24 percent deficiency would be accommodated. This means that the transportation network would still have an 11 percent capacity deficiency. The same analysis with the proposed freeway in operation in 2035 concluded that the met demand would increase to 82 percent; better-than-planned scenarios noted above, if achieved, would reduce network deficiency to 5 percent. The proposed freeway would handle about half of the capacity deficiency not captured by other modes. (See Figure 3-14 on Final Environmental Impact Statement page 3-31).
5	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
6	**Alternatives, Gila River Indian Community Alignment**	
7	**Section 4(f) and Section 6(f)**	
8	**Neighborhoods/ Communities**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)

Code	Comment Document
	opinion against EVER building this road through one of the most “inaccessible” (and that’s OK) neighborhoods in Metro Phoenix. Thanks. Gene Lauritano 3532 E Modoc Ct Phoenix 85044 602-692-9534 --- Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments. .

Code	Issue	Response

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 05/14/13 INCOMING CALL TIME: 2:17 PM CALLER: LETICIA LAVANT CALLER ADDRESS: 920 E. FREEMONT ROAD, PHOENIX, AZ 85042 PHONE: 602-243-7723 EMAIL: **CALLER REMARKS/QUESTIONS:** Hi. I just wanted to say that I would like to support the South Mountain Freeway being built. Thank you very much. Bye bye.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Objection to Loop 202 (South Mountain Freeway)
Date: Tuesday, June 25, 2013 8:51:01 AM

Thank you,
Felicia Beltran
Senior Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-319-7709
azdot.gov
ADOT Communications

From: Sean Paul Lavine [mailto:splavine@me.com]
Sent: Tuesday, June 25, 2013 8:23 AM
To: Projects
Subject: Objection to Loop 202 (South Mountain Freeway)

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4 5 6

If allowed to proceed, the Loop 202 will cause permanent damage to the ecology of the area, increase air and noise pollution and destroy the natural beauty of South Mountain. This is not acceptable to me, my family, and those directly affected.

Furthermore, this is a civil rights issue. The indigenous people of the area consider South Mountain to be a sacred landmark, and to not respect the wishes of these people sets a dangerous precedent for future relations. Again, this is not acceptable to me, my family, and those directly affected.

It is for these reasons that I object to the construction of the Loop 202 (South Mountain Freeway). Construction must not continue.

Sean Paul Lavine
Born in Phoenix in 1970

Sean Paul Lavine
Lotus Eleven Design Studio
CEO, Marketing Services Consultant
splavine@me.com
480.280.6791

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Code	Issue	Response
1	**Biology, Plants, and Wildlife**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Air Quality**	
3	**Noise**	
4	**Section 4(f) and Section 6(f)**	
5	**Cultural Resources**	
6	**Environmental Justice/Lifestyle**	The Draft Environmental Impact Statement describes a decade-long consultation and coordination effort led by the Arizona Department of Transportation and the Federal Highway Administration with the Gila River Indian Community and other Native American tribes. As a result of the consultation, the cultural importance of the South Mountains is acknowledged in the Draft Environmental Impact Statement in several locations, notably page 5-26. The proposed project would accommodate and preserve (to the fullest extent possible from the available alternatives) access to the South Mountains for religious practices. Section 106 of the National Historic Preservation Act requires a government-to-government relationship between the Federal Government and Indian tribes as described beginning on page 4-140 of the Final Environmental Impact Statement. Section 106 requires federal agencies take into account the effects of their undertakings on historic properties and requires consultation with tribal authorities. Consultation has occurred with Gila River Indian Community government officials, the Tribal Historic Preservation Officer, the Cultural Resource Management Program, other tribes, and the State Historic Preservation Office and has led to concurrence from the Gila River Indian Community Tribal Historic Preservation Office and the State Historic Preservation Office on National Register of Historic Places eligibility recommendations (including traditional cultural properties like the South Mountains), project effects, and proposed mitigation and measures to minimize harm. This consultation has been ongoing and will continue until any commitments in a record of decision are completed. The section entitled *Title VI and Environmental Justice*, beginning on page 4-29 in the Draft Environmental Impact Statement, presents acceptable methods, data, and assumptions to assess the potential for disproportionately high and adverse effects from the proposed action on environmental justice populations and disparate impacts to populations protected under Title VI. Based on the content of the section, no such effects would result from the action alternatives. In light of comments received on the Draft Environmental Impact Statement, the above-referenced conclusions were confirmed in the preparation of the Final Environmental Impact Statement. To provide further clarity, the discussions of environmental justice and Title VI were separated and additional text explaining the relationship of environmental justice and Title VI to various environmental elements was added throughout Chapter 4, *Affected Environment, Environmental Consequences, and Mitigation*, as exemplified by the inserted text on page 4-29 of the Final Environmental Impact Statement.

Code	Comment Document

4219

in a separate survey, 59 percent of likely voters living in the Ahwatukee and Laveen area support the freeway as well.

The support is there for the project, and the money to build the freeway is in the budget, as it was approved by voters twice, in '85 and in 2004. It's clearly time to begin construction on the South Mountain. Thank you.

THE FACILITATOR: Thank you, Mr. Trussell.

Ariel LeBarron.

MS. LeBARRON: Hello, my name is Ariel LeBarron, and I am a student at the School of Feasibility. I grew up here, I was born and raised. And I oppose the South Mountain Freeway, just because it would increase air pollution, and I feel there are better alternatives that we could be putting our tax money into, such as public transportation. This would increase our air quality, so that our future generations wouldn't be as affected. And I think by putting a freeway and expanding it outward is going to make people use and buy cars more, instead of trying to switch to public transportation.

I think for our future we should be focusing on better alternatives. Thank you.

1

2

Page 24

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Code	Issue	Response
1	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Alternatives, Nonfreeway Alternatives**	

Code	Comment Document

5246

1 MEMBER OF PUBLIC: Can I ask a follow-up to
2 that?
3 THE FACILITATOR: Let me get through these.
4 Ariel LeBarron. "Can you look at public
5 transit and transportation more closely to fit the
6 needs of the citizens, both in the South Mountain
7 area, but the Valley as the whole. Use the money for
8 the freeway for this instead. Use examples from the
9 counties and cities to create a working system that
10 in the end could make money for the state." Is that
11 a question or a comment?
12 MEMBER OF PUBLIC: Well, could you use that
13 money for public transportation?
14 THE FACILITATOR: Can they use the money
15 designated here for public transportation? I'm
16 sorry, I didn't get that.
17 MR. SPARGO: Now, the regional
18 transportation plan that was developed in 2004 did
19 include a much more robust public transit portion
20 when compared to what was done in 1985, and that
21 included a lot of local and regional buses, as well
22 as extensions to the light rail, the initial 20-mile
23 segment.
24 So the region has already shown an
25 investment into that system, but along in the

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Code	Issue	Response
1	**Alternatives, Nonfreeway Alternatives**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Alternatives**	The proposed project is part of the *Regional Transportation Plan* for the Maricopa Association of Governments region. In 2004, the voters of Maricopa County approved the *Regional Transportation Plan* and the extension of a half-cent sales tax to fund its projects. The funding for the right-of-way acquisition and construction of the proposed project would come from a combination of federal (National Highway Performance Program) and County (half-cent sales tax, also known as Regional Area Road Funds) sources. Use of these funds for construction of the proposed freeway would not affect available funds for transit projects nor would not constructing this facility make available additional funds for transit projects.

Code	Comment Document

1 RTP there was also a freeway system, which working
2 together to provide, you know, all modes of travel
3 for the community.
4 With regard to the funding itself, there
5 are some firewalls built into the regional
6 transportation plan and it does limit the ability to
7 both use freeway funds for transit projects, as well
8 as to take money from transit projects and use them
9 for freeways.
10 So that would be something that would have
11 to probably be, you know, vetted at the top of MAG.
12 It would be a decision made by them, but there are
13 fire walls built in that would really limit or do not
14 allow the mixing of those funds.
15 THE FACILITATOR: Scott Sprague. "In
16 pre-design meetings for I-11, ADOT representatives
17 have repeatedly stated that no part of the I-11 or
18 scenic drive has been identified beyond a very wide
19 30-mile swath between Phoenix and Las Vegas. Upon
20 approaching Phoenix, ADOT has insisted that many
21 alignments through and around the city are still on
22 the table. This contradicts what the map shows
23 tonight. Please explain the disconnect."
24 MR. SPARGO: Can I have you repeat just the
25 part about where the information was coming from that

Code	Issue	Response

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 6/15/13 INCOMING CALL TIME: 11:45 AM CALLER: JACKIE LEDBETTER CALLER ADDRESS: 10726 W. SANTE FE DRIVE, SUN CITY, ARIZONA PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the freeway. I think it would make a big difference. I drive the 10 to go to work. I currently am, uh uh, I work back up for Intel through a different company. But I support it. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Yvette Ledesma Document Created: 5/21/2013 3:06:22 PM by Web Comment Form i am in support of South Mountain Freeway. This would alleve congestion as it stands today! the current highway will not support the growth and traffic of the near future.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 7/23/13 INCOMING CALL TIME: 1:43 PM CALLER: CHERYL LEE CALLER ADDRESS: 11427 NORTH 24TH STREET, PHOENIX, ARIZONA 85028 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** Yes, we support the South Mountain freeway. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

Document Created: 5/23/2013 3:32:42 AM by Web Comment Form

Letter to ADOT:

1 I live in Central Phoenix, just near Baseline and Central. As you know, Baseline is the main corridor for people who live in Laveen and work/shop in the East Valley. I suspect that an interchange on the proposed freeway at Baseline will now funnel even more traffic through the area. In fact, all of the West and Northwest Valley will now have access to east-west roads through South Phoenix. Already when there is a problem on I-17 or I-10, Baseline becomes a parking lot. Now imagine the potential for a problem on any of the I-10, I-17, OR Loop 202. Baseline will bear the full brunt.

2 Perhaps South Phoenix, because it is home to many lower-economic residents of Phoenix, is not of particular import to the powers that be. We certainly saw that when the city council thumbed its nose at the Baseline Master Plan and allowed developers to run rough shod over the area.

3 4 Another consideration is the Phoenix Point of Pride—South Mountain Park. The road to San Juan Lookout, which is closed to traffic everyday except for one weekend per month, goes through a valley that is a quiet "haven." That, of course, will no longer be true when a freeway runs adjacent. What good is the claim to "the largest city park" if that park is perpetually bombarded with traffic noise? How is it possible that we do not have space and inclination for just one quiet retreat within the confines of this sprawling city?

I urge you to reconsider the plan to build a freeway with so much impact on South Mountain Park.

Claudia Leischen

Code	Issue	Response
1	**Traffic**	As shown in Figure 3-12 on page 3-29 of the Final Environmental Impact Statement, traffic on Baseline Road between 17th Avenue and 48th Street would be less in 2035 with the proposed freeway than without the proposed freeway.
2	**Environmental Justice/Lifestyle**	Low-income populations were evaluated to ensure there were not disproportionately high and adverse impacts. The Preferred Alternative would not adversely affect any census block groups with low-income populations south of the Salt River (e.g., South Mountain Village).
3	**Section 4(f) and Section 6(f)**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
4	**Noise**	Although recreation uses are considered in the noise analysis as noise-sensitive land uses, another consideration is the reasonableness of providing noise mitigation for a particular land use. For recreational land uses, typical considerations include the number of people using the facility and the amount of time the facility is in use throughout the day. Many of the recreational uses in the western portion of Phoenix South Mountain Park/Preserve receive infrequent use, and noise mitigation would not be reasonable given the high cost of construction.

Code	Comment Document

4274

So I -- I'm here in support of the 202. Just one of your statistics, people are talking about sacred land and so forth and South Mountain preservation land, taking your statistics, it's only going take .2 percent, which is 31 acres of the 16,600 acres of South Mountain Park.

So that's completely minimal. And, anyway, thank you for my -- for considering. Thank you.

THE FACILITATOR: Thank you.

If anybody out there would like to speak, please go out front and register at the front desk and then come on back in.

Before we call the next person up, the last shuttle will be leaving for all destinations at 7:30, that's orange, green, and blue or 1, 2, and 3.

Claudia "Leeschen," Leischen.

MS. LEISCHEN: Leischen.

THE FACILITATOR: Leischen. Would you mind using this other microphone, please.

MS. LEISCHEN: I wrote my statement. I live in Central Phoenix, just near Baseline and Central. As you know, Baseline is the main corridor for people who live in Laveen and work or shop in the East Valley. I suspect that an interchange on the proposed freeway at Baseline will now funnel even

1

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1	**Traffic**	As shown in Figure 3-12 on page 3-29 of the Final Environmental Impact Statement, traffic on Baseline Road between 17th Avenue and 48th Street would be less in 2035 with the proposed freeway than without the proposed freeway.

Code	Comment Document

1 more traffic through the area.
2 In fact, all of the West and Northwest
3 Valley will now have access to east/west roads
4 through South Phoenix. Already, when there's a
5 problem on the I-17 or I-10, Baseline becomes a
6 parking lot. Now, imagine the potential for a
7 problem on any of the I-10, I-17, or Loop 202.
8 Baseline will bear the full brunt. Perhaps South
9 Phoenix, because it's home to many lower economic
10 residents of Phoenix, is not of particular import to
11 the powers that be. We certainly saw that when the
12 city council thumbed its nose at the Baseline Master
13 Plan and allowed developers to run roughshod over the
14 area.
15 Another consideration is the Phoenix point
16 of pride, South Mountain Park, the road to San Juan
17 lookout, which is closed to traffic every day, except
18 for one weekend per month, goes through a valley that
19 is a quiet haven. That, of course, will no longer be
20 true when a freeway runs adjacent. What good is the
21 claim to the largest city park if that park is
22 perpetually bombarded with traffic noise.
23 How is it possible that we do not have
24 space and inclination for just one quiet retreat
25 within the confines of this sprawling city. I urge

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Code	Issue	Response
2	**Environmental Justice/Lifestyle**	Low-income populations were evaluated to ensure there were not disproportionately high and adverse impacts. The Preferred Alternative would not adversely affect any census block groups with low-income populations south of the Salt River (e.g., South Mountain Village).
3	**Section 4(f) and Section 6(f)**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
4	**Noise**	Although recreation uses are considered in the noise analysis as noise-sensitive land uses, another consideration is the reasonableness of providing noise mitigation for a particular land use. For recreational land uses, typical considerations include the number of people using the facility and the amount of time the facility is in use throughout the day. Many of the recreational uses in the western portion of Phoenix South Mountain Park/Preserve receive infrequent use, and noise mitigation would not be reasonable given the high cost of construction.

Code	Comment Document

1 you to reconsider the plan to build a freeway with so
2 much impact on South Mountain Park.
3 THE FACILITATOR: Thank you.
4 Max Dunlap.
5 MASTER DUNLAP: Hello, my name is Max
6 Dunlap and this freeway would help us because we
7 could travel a lot faster, because probably now it
8 would take about 30 minutes to get around the
9 mountain. We would have a lot more things and
10 wildlife, even though it could lose some space. It
11 would have -- we could just move all the extra we
12 have from the mountain, and just put it on another
13 side and all the animals would have all the space
14 they already did have.
15 And, well, it's also that we have so much
16 traffic that a lot of extra smog goes into the air
17 and with this freeway less smog would go into the
18 air, which means less pollution. And a lot of more
19 happy people that can just travel from place to
20 place.
21 THE FACILITATOR: Thank you.
22 Julie Dunlap.
23 MS. DUNLAP: Thank you for listening to our
24 concerns. I live in Laveen, and we've lived there
25 for going on eight years. And we purchased our home

Code	Issue	Response

Code	Comment Document
1	Stephanie Lemek Document Created: 5/21/2013 1:57:46 PM by Web Comment Form I am in favor of the construction of the South Mountain Freeway for various reasons. It is necessary to help manage the ongoing traffic isssues that will only be exacerbated in future years. These traffic issues are not only inconvinient and costly for residents, but they also result in heavy emissions from vehicles and a negative impact on the environment. In addition, this project is within the current budget and will stimulate the economy by providing thousands of jobs over the course of the project.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway Support
Date: Wednesday, May 22, 2013 10:54:20 AM

From: Stephanie Lemek [mailto:snlemek@gmail.com]
Sent: Tuesday, May 21, 2013 7:59 AM
To: Projects
Subject: South Mountain Freeway Support

Good Morning-

1 I would like to share my support for the South Mountain Freeway project. The freeway will help commuters by helping alleviate traffic jams and reducing air pollution from these consistent delays. Traffic in the area is only projected to get much worse in the next two decades without the South Mountain Freeway.

In addition to the traffic and pollution benefits, the project would great 30,000+ jobs during the 5-6 yr construction period and result in billions of investment in the Phoenix-area economy. All of this also falls within the current budget approved by voters.

Thank you for your consideration. The benefits of moving forward of the South Mountain Freeway are huge and not moving forward with the project would be at huge detriment to the Phoenix-area and its residents.

Sincerely,

Stephanie Lemek

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: 202 Freeway Extension
Date: Wednesday, May 15, 2013 1:41:22 PM

From: LESANHOME@aol.com [mailto:LESANHOME@aol.com]
Sent: Wednesday, May 15, 2013 1:24 PM
To: Projects
Subject: 202 Freeway Extension

1 Yes, I do support building the 202 freeway extension around South Mountain. This has been discussed for decades and really needs to happen!

Sylvia Lesan
904 E. Constitution Dr.
Gilbert, AZ 85296

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/17/13	INCOMING CALL TIME: 3:51 PM
CALLER: FRED LETTERMAN	CALLER ADDRESS:
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

1 2

I oppose any more damn freeways! We do not need no more freeways! What we need to do to solve this traffic problem is to get a good light rail system, or some type of rail system – NOT, not freeways! We've had chances for 40 years to do it but the freeways haven't solved nothing since. So I will vote against it if it comes up for a vote a dozen times.

Code	Issue	Response
1	**Alternatives, Nonfreeway Alternatives**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Public Involvement**	No public vote was held as part of the Draft Environmental Impact Statement review process. Members of the public were encouraged to participate and submit their comments on the Draft Environmental Impact Statement during the 90-day comment period. The proposed Loop 202 South Mountain Freeway has been a critical part of the Maricopa Association of Governments' Regional Freeway and Highway System since it was first included in funding approved by Maricopa County voters in 1985. It was also part of the *Regional Transportation Plan* funding passed by Maricopa County voters in 2004 through Proposition 400.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: ADOT Loop 202 South Mountan Freeway Study
Date: Tuesday, April 30, 2013 8:57:12 AM

From: David Lewis [mailto:david@lukelandrealty.com]
Sent: Thursday, April 25, 2013 3:23 PM
To: Projects
Subject: ADOT Loop 202 South Mountan Freeway Study

ADOT,

I am responding concerning the request for comments about "ADOT Loop 202 South Mountain Freeway Study."

I have been in real estate since the early 70's and this project has been discussed since before I-10 was even built. The final analysis puts the loop road on the edge of the Gila Indian Reservation property, much like the Loop 101 was done in east Scottsdale. That route left all the developable land on reservation land and created a giant economic opportunity for the Tribe that cost the City of Scottsdale and State of Arizona enormously, in my opinion. There is no reason to give the Indian tribes economic opportunity, particularly when they don't want it.

1 2 I suggest we pay the property owners that would be affected very well for their properties and be done with the subject. Make it a toll road, or whatever, but end the subject and leave the citizens of Arizona in charge of their fate. I am sure this will please the Tribe as well.

Regards,

David F. Lewis

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Code	Issue	Response
1	**Acquisitions and Relocations**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Tolling**	The proposed project is part of the *Regional Transportation Plan* for the Maricopa County region. In 2004, the voters of Maricopa County approved the *Regional Transportation Plan* and the extension of a half-cent sales tax to fund its projects, including the proposed freeway. Tolls will not be involved.

Code	Comment Document
1	John Lewis Document Created: 5/21/2013 8:44:25 PM by Web Comment Form I do not think that the travel time saved for any of the proposed alignments justifies the building of this freeway. I strongly believe that the costs (both direct and indirect) do not justify this project being built either in terms of spending tax payers money or fiscal responsibility on the part of any federal or state agencey.

Code	Issue	Response
1	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Build the South Mountain Freeway
Date: Wednesday, May 22, 2013 10:51:39 AM
Attachments: image001.png

From: John N. Lewis [mailto:Jnlewis@sundt.com]
Sent: Tuesday, May 21, 2013 1:35 PM
To: Projects
Cc: info@buildthe202.com
Subject: Build the South Mountain Freeway

1 I would like to show my support for this project. This would greatly help those people like myself get to and from the east and west valley for work. Hope to see this project get started in the near future.

Thanks

John Lewis III CPC, LEED AP, Assoc. DBIA
Sundt Construction Inc.
Phoenix Biomedical Campus
Health Science Education Bldg.
Jnlewis@sundt.com
F – 480-629-0200
M – 602-723-9776

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: 202 South Mountain Freeway
Date: Wednesday, May 22, 2013 10:47:52 AM

From: Ben and Barb Lewis [mailto:benbarb7@yahoo.com]
Sent: Wednesday, May 22, 2013 2:54 AM
To: Projects
Subject: 202 South Mountain Freeway

1 2

Please do not build this freeway 59th ave I-10 exchange will result in loss of jobs from the removing of Business and apt Builds in
this Day in age one job is two many

Thank you

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Code	Issue	Response
1	**Alternatives, W59 Alternative Versus W101 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Acquisitions and Relocations**	

Code	Comment Document

From: Bob Lewis
To: Projects
Cc: Lewis, Robert (Lewis, Robert)
Subject: Feedback
Date: Tuesday, July 23, 2013 5:25:32 PM

Dear Community Outreach Team:

Our family has lived in Arizona twice for a total of 21 years. We love Arizona, especially the Ahwatukee Foothills area, which we selected as our "final resting place." However, we'd rather not have our "final resting place" come too soon !!! (We chose Ahwatukee as the place to live out our lives, because of its beauty and clean air.) We do travel often to the west valley, but are willing to endure the longer drive than having the Loop 202 built over Pecos Road, which would shorten our drives, but also, I'm sure, our lives.

1 2

That which my family is most concerned about is the quality of our air, which we know will be affected negatively by enlarging Pecos for a major freeway. I especially will be affected by the bad air quality, since I spend my entire days (from sunrise to dark) in my vegetable gardens and I have had lung problems in the past.

3

Since I've been gardening (in my retirement years) I have been the healthiest that I've ever been. But, living in the bowl created by mountain/foothill ranges in nearly all directions, I know that Phoenix's dark brown cloud will be moved over us, too, and not only in the winter months. We now have too many "no-burn days." We, our children, grandchildren and soon, great-grandchildren will be permanently affected by air pollutants. And, the 202 would be too close to several of our schools where other people's children will be affected, too, for the rest of their lives.

2

Two other problems I foresee are:

4 5 6 7

1. Loop 202 becoming full of dirty, large truck traffic, created beyond our state/local use, since it WILL be used heavily by trans-Canada/Mexico traffic.
2. From what I've read, placing Loop 202 over Pecos Rd. will not reduce much traffic on I-10, and at the same time, will restrict our leaving safely our "bedroom community" in case of nuclear pollutants released from close-by reactors on our west or other terrible large-scale disasters. 202 built over Pecos WILL eliminate critical exits from Ahwatukee which we now can use to get onto Pecos Rd., if we ever need to evacuate our community.

8

After all these years of public outcries from Ahwatukee, Native American people, and other people, why not cut our losses NOW and NOT build here? If really needed, why not build 202 much further south (e.g. on I87), which would affect many fewer people and keep the quality of life better for more people curently living here.

Perhaps too simply put, I believe the final decision is really between whether to award Leveen with economic growth or keep Ahwatukee's air clean. I guess you folks will make that decision for the rest of us.

Code	Issue	Response
1	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Health Effects**	
3	**Air Quality**	According to the Arizona Department of Transportation, 2013, *Air Quality Assessment South Mountain Freeway 202L Draft Report*, review of wind data from the Gila River Indian Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows and stable atmospheric conditions, wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns tend to flow from the east to the lower elevations along the Gila River. During the warmer hours' improved mixing, flows typically follow the river channel and come from the north and northwest. Likewise, during a 1-month-long meteorological monitoring period (November 20, 2006, through December 21, 2006) at Pecos Road and 40th Street and a second 1-month-long monitoring period at Pecos Road and 24th and 40th streets (April 19, 2007, through May 21, 2007), winds during the morning hours typically were from the northeast. During the warmer hours, and with improved mixing, winds typically were from the west.
4	**Trucks**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Purpose and Need, Truck Bypass**	
6	**Purpose and Need**	Even though the region's freeways are now congested and operate poorly, conditions in 2035 would be substantially worse (see Final Environmental Impact Statement pages 1-21 and 1-22). By 2035, east- and westbound motorists on Interstate 10 between State Route 101L (Agua Fria Freeway) and State Route 202L (Santan Freeway) are expected to experience stop-and-go driving for over 3 hours every day. This is for a distance of nearly 30 miles. A new freeway in the Study Area would distribute commuters over an additional freeway facility. As a result, the duration of stop-and-go traffic on the region's freeways would be reduced.
7	**Traffic**	The E1 Alternative would affect the existing local street network. Approaches for reconfiguring the local street network include removing streets, constructing new streets, constructing the proposed freeway over existing streets, or dead-ending existing streets. Final design of local streets would be coordinated with emergency service providers, local jurisdictions, and other appropriate agencies and would continue through final design stages. See Final Environmental Impact Statement Figure 3-33, on page 3-57.

(Responses continue on next page)

Code	Comment Document
	Sincerely, Robert A. Lewis Rlewis48@cox.net

Code	Issue	Response
8	**Alternatives**	The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Final Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/17/13 INCOMING CALL TIME: 10:55 AM CALLER: JUDITH LIGAS CALLER ADDRESS: 5352 S. AMBERWOOD DRIVE, CHANDLER AZ 85248 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** Yes, I would like to have the South Mountain Freeway completed so it connects to the I-10. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway
Date: Tuesday, July 16, 2013 10:08:14 AM
Attachments: image001.png

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov
ADOT Communications

From: Marty Light [mailto:sparlight@gmail.com]
Sent: Monday, July 15, 2013 5:37 PM
To: Projects
Cc: sparlight@gmail.com
Subject: South Mountain Freeway

Good Afternoon:

1 2 3 4 5 6 7 8 9 10 11

As a long time resident of the Ahwatukee Foothills community, I am compelled to register my complete objection to having the Loop 202-South Mountain Freeway constructed.
My objections begin with the flawed and outdated data utilized in the DEIS which clearly does not accurately portray current scientific data. The impact to Ahwatukee includes a total change in the character of the community, huge property devaluations, increased air and noise pollution and the real threat of a devastating and lethal toxic chemical accident. It would cause environmental harm to the South Mountain Park are and it's delicate desert environment. It is apparent that this loop would become a major highway for the Canamex truckers and not just a commuter highway as the study would have us believe.
I stand behind PARC, the Sierra Club and Don't Waste Arizona in their objections to this unneeded, wasteful and harmful project.

Sincerely,
Martha S. Light
15024 S. 25th St.
Phoenix, AZ. 85048

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Code	Issue	Response
1	**Purpose and Need, Old Plan or Use of Old Data**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
3	**Acquisitions and Relocations**	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values. A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
4	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Noise**	
6	**Hazardous Materials**	
7	**Section 4(f) and Section 6(f)**	
8	**Biology, Plants, and Wildlife**	
9	**Purpose and Need, Truck Bypass**	
10	**Trucks**	
11	**Purpose and Need, Lack of Support**	

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Loop 202 (South Mountain Freeway)
Date: Wednesday, May 22, 2013 10:54:13 AM

From: Limon, Chad C [mailto:chad.c.limon@chase.com]
Sent: Tuesday, May 21, 2013 8:04 AM
To: Projects
Subject: Loop 202 (South Mountain Freeway)

One question: Is it worth it?

1 2 3 4 5 6 7 8 9

My answer is no. I believe that this freeway will harm my daughter's health. She has asthma and we would be within ¼ mile of the roadway. There will be primarily class 8 truck traffic on this extension. Truck traffic means harmful pollutants and noise. Building the proposed extension in unnecessary and a waste of resources. It will primarily only benefit people who do NOT live here as it gives a way around downtown to points east and west. The rise in pollution and crime coupled with the diminished property values do not make sense. It will mean less property tax revenues and added costs for the state of Arizona.

Please don't ruin our community of the Ahwatukee Foothills. This freeway will kill what our residents love about our community. There is no way to argue the benefits outweigh the costs.

Chad Limon | Card Services, Corporate Liability | **Chase Bank USA, N. A.**
150 W. University Dr., Bldg – G 3rd Flr., Tempe, AZ 85281, Internal Mail: AZ1-5613
Phone: 480-902-6642 Fax: 877-403-7461
Hours of availability | weekdays 7:30 am - 4:30 pm AZ Time

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Code	Issue	Response
1	**Health Effects**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Purpose and Need, Truck Bypass**	
3	**Air Quality**	
4	**Noise**	
5	**Purpose and Need, Lack of Support**	
6	**Neighborhoods/ Communities**	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
7	**Economics, Socioeconomics**	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138–47; "Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor"). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
8	**Economics, Socioeconomics**	Table 4-23 on Final Environmental Impact Statement page 4-63 displays projected property tax impacts on the various affected jurisdictions from right-of-way acquisition and future land uses related to each of the action alternatives. Property tax impacts from implementing the W59 Alternative would be about twice those resulting from the E1 Alternative. The loss in annual City of Phoenix tax revenues from implementation of the E1 Alternative are discussed on page 4-65 and would, given all tax revenues for the City of Phoenix, "be nearly inconsequential."
9	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).

Code	Comment Document

5021

1 MR. LIMON: I'd like to put on the record that I'm
2 against the building of the South Mountain or 202 extension. I
3 feel that it's not really going to benefit many Arizona
4 residents. It's going to benefit out-of-state drivers,
5 commercial vehicles -- by your numbers, to the tune of 1194
6 commercial vehicles per hour, passing within 50 feet of my
7 home, in which I have an asthmatic daughter.
8 So, you know, what's missing there? Who's
9 benefiting? Well, Phoenix residents aren't benefiting.
10 The statement is that there will be less traffic on
11 our arterial surface streets. I don't see how that's possible.
12 I don't know anybody that takes surface streets from Ahwatukee
13 or Chandler to Laveen. So they're going to take the highway.
14 Travel time to downtown, they claim that it would
15 decrease. It would actually increase if you're taking the
16 extension; there would be an additional 10 miles.
17 And it says it will alleviate I-10 congestion. And
18 it's possible it might alleviate some of it south of town, west
19 of town. You're only going to move the truck traffic, so
20 that's -- That's not going to affect the downtown corridor,
21 since there's already a truck route that addresses that.
22 Really, traffic is caused by accidents. We don't
23 have enough volume on Phoenix freeways to really cause an
24 issue. I've lived in areas that have volume issues: Chicago,
25 New York, Boston.

Page 8

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www.drivernix.com

Code	Issue	Response
1	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Purpose and Need, Truck Bypass**	
3	**Health Effects**	
4	**Traffic**	The statement related to reductions on arterial streets considers those arterials streets in and around the entire Study Area, not just in Ahwatukee Foothills Village. The traffic projections for Chandler Boulevard (see Figure 3-12 on page 3-29 of the Final Environmental Impact Statement do show a reduction with the proposed freeway when compared with conditions without the proposed freeway. The travel time comparison shown in Figure 3-17 on page 3-34 of the Final Environmental Impact Statement included a trip from Ahwatukee Foothills Village to Downtown Phoenix using Interstate 10, not the proposed freeway. This trip would take 5 or 6 minutes less with the proposed freeway in place when compared with conditions without the proposed freeway. The duration of level of service E or F (represents stop-and-go traffic) for the existing conditions and future conditions without the proposed freeway are shown in Figure 1-9 and 1-10 in the Final Environmental Impact Statement. In both conditions there are more than 3 hours of congested conditions during the morning and evening commuting periods on a number of the region's freeways, especially Interstate 10.

(Responses continue on next page)

Code	Comment Document
1, 5	So I urge a no-build option because I don't see that it's going to benefit anybody but out-of-state drivers passing through, truck drivers including trucks coming from Mexico with different emissions standards much lower than our own. And thank you very much. Page 9 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response
5	**Trucks**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Build the South Mountain Freeway
Date: Tuesday, May 14, 2013 9:46:07 AM

1

-----Original Message-----
From: Dane Lind [mailto:dane.lind@icloud.com]
Sent: Friday, May 10, 2013 6:13 PM
To: Projects
Cc: info@buildthe202.com
Subject: Build the South Mountain Freeway

Past time to build...it is already too late and more will be needed even after this is built

Sent from my iPhone

_____

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.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1 2	Dane Lind Document Created: 7/24/2013 11:32:07 AM by Web Comment Form In review of the alternate routes for this stretch of freeway, it makes absolutely no sense at all to tie it in to the I-10 Freeway any closer to the downtown area than the Loop 101 interchange between 95th and 99th avenues. By tying it in at the Loop 101 you also save the same distance for the future SR 801 running East to West to the South of I-10. The cost is not the issue, taking the bypassing truck traffic off of I-10 as it passes thru Phoenix is the issue.

Code	Issue	Response
1	**Alternatives, W59 Alternative Versus W101 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Purpose and Need, Truck Bypass**	

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway
Date: Monday, May 20, 2013 1:07:07 PM

-----Original Message-----
From: Sally Lindsay [mailto:moongarden.sally@gmail.com]
Sent: Monday, May 20, 2013 12:31 PM
To: Projects
Subject: South Mountain Freeway

1 I am opposed to any alignment of the South Mountain freeway that allows for trespass onto the Mountain Preserve or any excavation into the South Mountain.
Sally Lindsay

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Code	Issue	Response
1	**Section 4(f) and Section 6(f)**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

4393

the stops are, as everybody's -- all the traffic, the semi-trucks are coming from the west, California or wherever, and it all kind of bottlenecks at about 75th and doesn't clean up until about past the I-10 truck route, which is about 27th or whatever Avenue, so I can definitely see a need for this, and I'd like to see it happen, just because I'm stuck in my house out in the West Valley and have to commute to the East Valley, so that's all I have to say. Thank you.

THE FACILITATOR: Thank you.

Wes Lines. Wes Lines.

MR. LINES: Hello. Are you ready for me? I don't think I have three minutes' worth of stuff to say, but I just want to come down and put in my two cents' worth. My name is Wes Lines and I live in Laveen, I live at 51st Avenue, and I have seen -- I've lived there since 2001 and I have seen the traffic along 51st Avenue increase and increase and increase the whole time going south onto the Indian reservation and into the town of Komatke, and the road is completely overburdened and overwhelmed.

It's a county farm road, it doesn't have sidewalks or anything like that. That road is being used as a highway for people to go all the way to Tucson. You see people hitchhiking along with signs that say all the

Page 48

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Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document
1	way to Tucson, because that's how people get to it. That shows, in my opinion, that we need this freeway. I am in support of this freeway. The casino is getting bigger and bigger and the idea of them putting people onto -- into this casino through 51st Avenue is just ridiculous. If you were to actually go and look at the road there's fatalities there all the time, there are crosses all over the road. I believe that we need this freeway. And as far as the air quality -- the air quality, if there is a concern about air quality, then I believe that the freeway should go in, because that will keep the trucks moving along so they don't have to stop and start and stop and start from Baseline to Dobbins to Elliot and all the way down, which I see them do every single day. I would rather see them move that along at 50 miles an hour or 60 miles an hour or 70 miles an hour and just keep it moving along and not put the black dust up in the air. I'm 100 percent in supporting this. I have four kids that I'm raising there at 51st Avenue and Estrella, I plan on raising them there and living there for 10, 20, 30 years or possibly for the rest of my life, so I am 100 percent in support of this freeway and just wanted to come and say that. Any questions that you gentlemen have for me? Page 49 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 INCOMING CALL TIME: 2:49 PM CALLER: ALISE LION CALLER ADDRESS: 44 W. MONROE STREET, APT. 2805, PHOENIX, AZ PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I am in favor of the South Mountain Freeway. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Victor Liou Document Created: 5/20/2013 8:47:16 AM by Web Comment Form The Loop 202 South Mountain Corridor plan has been stuck on the drawing board long enough. The money is there, people want it and it should be built as soon as possible. Let alone congestion, travel times will be reduced with this vital link between cities in the Phoenix Metropolitan Area. Traffic will get worse between the current links in the next few years, let alone the next 20. There will be protest against building the new corridor, but being a public project, it is expected. At the end of the day, this project's benefits will outweigh the consequences by a lot. The project will be a boost to Arizona's economy and be a first class ticket out of the economic crawl that we have suffered during the crash. This is an important and vital project to Maricopa County and Arizona, let's get this project done!

Code	Issue	Response
1		Comment noted.

Code	Comment Document

SOUTH MOUNTAIN PUBLIC HEARING
Public comments to reporter)
May 21, 2013
10:00 a.m.
REPORTED BY:
Bonnie Ponce, RPR
AZ Certified Reporter No. 50669

MR. LIPPEY: Mario Lippey.
So my comment would be I was concerned
about -- I'm for the highway. However, where I live,
which is the freeway -- the Foothills reserve area,
right at the very end of Pecos, that's really close to
the mountain.
And right now it's very quiet unless there are
parties or loud vehicles that go through there. And
those small noises bounce off the highway.
And with the highway coming so close to that
area, my concern is that the noise levels will increase
even if they put a barrier up. It will just bounce off
the mountain. (1)
In addition, the air pollution, again, we're
right up against the mountain. The winds usually come
from the south to north, anecdotally. I don't have any
research. (2) (3)
But I'm concerned about the air quality being
trapped right where we're located right up against the
mountain. And I didn't read everything on the air
quality, but those are my two main concerns, the air
quality and the noise. (4)

Code	Issue	Response
1	**Noise**	As discussed in the Noise Analysis Technical Report prepared for the Final Environmental Impact Statement, the proposed South Mountain Freeway was modeled in the latest version of the Traffic Noise Model (version 2.5). This is a three-dimensional model that factors in elements of the proposed freeway using x, y, and z coordinates. The model did account for the elevations of the freeway, nearby homes that may be elevated above the road, and any recommended barriers between the homes and freeway. This is the same procedure and same model used for other freeway projects in the Phoenix metropolitan area and across the country.
2	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Air Quality**	According to the Arizona Department of Transportation, 2013, *Air Quality Assessment South Mountain Freeway 202L Draft Report*, review of wind data from the Gila River Indian Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows and stable atmospheric conditions, wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns tend to flow from the east to the lower elevations along the Gila River. During the warmer hours' improved mixing, flows typically follow the river channel and come from the north and northwest. Likewise, during a 1-month-long meteorological monitoring period (November 20, 2006, through December 21, 2006) at Pecos Road and 40th Street and a second 1-month-long monitoring period at Pecos Road and 24th and 40th streets (April 19, 2007, through May 21, 2007), winds during the morning hours typically were from the northeast. During the warmer hours, and with improved mixing, winds typically were from the west.
4	**Noise**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
1	Allan Lira Rios Document Created: 5/21/2013 1:58:12 PM by Web Comment Form I agree with the proposed plan because of its impact economically. This plan took in the account of the wildlife and its enviromental impacts and they have made sure that it will not affect the land as much as all the alternatives would have. The only concern I would have would be with its cutting south mountain but the freeway could be used as a channel to increase the amount of people that can enjoy South Mountain Park. The cutting could also increase the trails that the mountain could provide. I believe that this freeway would open up many opportunities to economic development like a hospital and it would impact the Laveen town in a very positive way by bringing in a lot more businesses that will also increase the job opportunities that this community can have. I think this plan will help the Laveen area by making it a lot easier for it to get to things like Central Phoenix and Tempe. Overall I think this is a good plan and I fully put my backing behind this project.

Code	Issue	Response
1	**Section 4(f) and Section 6(f)**	The "channel" would allow people visual, but not physical access to Phoenix South Mountain Park/Preserve. The freeway itself would not result in additional trails because there would be right-of-way fence limiting access to the park from the freeway and there would be no pull-offs for trailheads.

Code	Comment Document
1	Nerissa Lisonbee Document Created: 5/21/2013 5:18:08 PM by Web Comment Form My husband and I are homeowners who live in Laveen at 74th Ave and Baseline. We are also registered voters. We just want it known that we are in favor of the South Mountain Freeway. Voters have continually voted in favor of the freeway being built. Please don't let us down!

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Loop 202 South Mountain Freeway
Date: Tuesday, April 30, 2013 8:53:33 AM

From: Tina [mailto:manager@thetuscanypointeapartments.com]
Sent: Friday, April 26, 2013 1:47 PM
To: Projects
Subject: Loop 202 South Mountain Freeway

1

I am not opposed to the freeway I just think the W101 western option will have the least amount of impact on the communities. I live in Laveen and am not happy about looking out my back door to see a freeway. The purpose of us living that far out was to have large animals and a country feeling.

Tina Lockwood
Community Manager
Tuscany Pointe Apartments
14830 N. Black Canyon Hwy.
Phoenix, Arizona 85053
602-863-4335 Phone
602-863-9515 Fax
manager@thetuscanypointeapartments.com
www.tuscanypointeapartmentsaz.com
www.placestorent.com

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Code	Issue	Response
1	**Alternatives, W59 Alternative Versus W101 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
1 2 3 4 5	Greg Loeben Document Created: 6/3/2013 2:08:53 PM by Web Comment Form I am writing to express my objection to the Loop 202 South Mountain Freeway Project. I understand that the idea of this new project is to relieve traffic congestion, but this is at the expense of the natural environment, Native lands, and air quality. It is my strong belief that better urban planning (e.g., better public transportation, improved pedestrian and cycling infrastructure and increased investment in central Phoenix schools) will encourage Arizonans to move closer to the city. This would improve our communities by decreasing polution, boosting local business economy (rather than that of large corporate chains, which dominate our suburbs) and creating a healthier, more active community, thus, abrogating the presumed need for this expensive and harmful project. Thank you for your consideration.

Code	Issue	Response
1	**Biology, Plants, and Wildlife**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Cultural Resources**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix. No Gila River Indian Community or other Native American land is to be used in development of the proposed action.
3	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
4	**Secondary and Cumulative**	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.
5	**Alternatives**	The proposed freeway is part of the *Regional Transportation Plan* for the Maricopa Association of Governments region. The *Regional Transportation Plan*, as described on pages 1-5 and 1-10 of the Final Environmental Impact Statement, addresses freeways, streets, transit, airports, bicycle and pedestrian facilities, freight, demand management, system management, and safety. The proposed freeway is only one part of the overall multimodal transportation system planned to meet the travel demand needs of the Maricopa Association of Governments region.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Loop 202 South Mountain Freeway
Date: Monday, June 24, 2013 9:04:53 AM

Thank you,
Felicia Beltran
Senior Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-319-7709
azdot.gov
ADOT Communications

From: rlopez24@aol.com [mailto:rlopez24@aol.com]
Sent: Saturday, June 22, 2013 11:05 AM
To: Projects
Subject: Loop 202 South Mountain Freeway

To: ADOT

My name is Ray Lopez and I am a long time resident of Ahwatukee. I live approximately .8 miles from the proposed highway, just north of the high school. I am writing to you today to voice my concerns with the hope that something can be done to stop the highway from being built. Rarely, if ever, have I taken the time to state my position against any government or private project. However, I am strongly opposed to the highway and can not stand by without voicing my opinion.

1 First I would like to say that the builder of our home did NOT make it clear that this highway was a real possibility 19 years ago when we had our home built. Some would say that I did not do my due diligence in researching this matter before buying, but I believe the builder was also negligent in offering us material information on the project.

This highway has a vast impact on the residents of Ahwatukee as anyone who has read a newspaper would know. The following are just a few of my concerns

2 The church, the school and the hundreds of homes that would be destroyed,

3 4 The air quality for those in the neighborhoods along the highway that would have to breath in the truck fumes. The adverse effect on our children.

5 The noise quality that would be ever present 24 hours a day.

6 The increased traffic congestion on the streets as they look to alternate routes just to go shopping, going to a restaurant or going to the high school.

7 The impact to South Mountain which is sacred to the GRIC.

Code	Issue	Response
1	**Acquisitions and Relocations**	Arizona real estate law requires developers to disclose adverse conditions such as construction of a future freeway in a public document (5 Arizona Administrative Register § 650, R4-28-A1203). Realtors are required to disclose to a potential buyer any information that may affect the property (see Final Environmental Impact Statement page 4-13). Individuals considering potential sale of a property should contact an attorney with any questions regarding their responsibility to disclose information about the proposed South Mountain Freeway.
2	**Neighborhoods/ Communities**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
3	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
4	**Health Effects**	
5	**Noise**	
6	**Traffic**	In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system. The City study found no adverse effects on the local street system from the freeway (see Appendix 3-1 in the Final Environmental Impact Statement).
7	**Cultural Resources**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

(Responses continue on next page)

Code	Comment Document
8 9 10	The potential for a hazardous waste accident involving trucks carrying dangerous materials. This highway is nothing more than an alternate truck route costing billions of dollars. Can't we negotiate with GRIC in good faith to move the highway a couple of miles south onto their land if it is truly needed?. I hope that our voice will truly be heard and that serious consideration will be given to our concerns. Sincerely, Ray Lopez Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
8	**Hazardous Materials**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
9	**Purpose and Need, Truck Bypass**	
10	**Alternatives, Gila River Indian Community Alignment**	

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 05/10/13 INCOMING CALL TIME: 10:08 AM CALLER: SUSAN LOPP CALLER ADDRESS: 1619 E. CARTER ROAD, PHOENIX, AZ 85042 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I would like the South Mountain Freeway to be passed.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 6/12/13 INCOMING CALL TIME: 7:11 PM CALLER: CATHLEEN LOUTS CALLER ADDRESS: SURPRISE, AZ PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I whole heartedly support the South Mountain Freeway. Thank you and have a good night. To make traffic easier and for us to get around without being like a New York City environment – the more freeways the better. Thank you, bye.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Loop 202 extension....
Date: Thursday, July 11, 2013 8:28:25 AM
Attachments: image001.png

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov
ADOT Communications

From: Bill Love [mailto:madbill55@yahoo.com]
Sent: Wednesday, July 10, 2013 10:03 PM
To: Projects
Subject: Loop 202 extension....

July 10, 2013

To AZDOT:

1 Knowing the Loop 202 extension project is going to disrupt the lives of many people no matter which way it goes, *please* at least let it go to the most obviously advantageous end point -- at the junction of I-10 and the western end of Loop 101. This is the ONLY logical place for it to go for everyone's best use.

Sincerely,

William B. Love
Part-time resident at:
5062 N. Bear Ct.
Apache Junction, Arizona U.S.A. 85120
TEL: 480-646-1297

Code	Issue	Response
1	**Alternatives, W59 Alternative Versus W101 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

From: Luke Lucarini
To: Projects
Subject: No Build 202
Date: Wednesday, July 24, 2013 7:30:44 PM

1
2 3 4
5

This project may have looked good on paper in the early 1980's. Today it is simply not a viable option.
The cost alone should justify a No Build Option.
The proposed 202 SMF will destroy one of Phoenix's best neighborhoods, desicrate South Mountain, and add more pollution to the Phoenix Metro Area.
Add this to the fact that ADOT desires to construct a 'low-budget' freeway, in a state rife with government agency mis-management, this is not a good idea.
As a 35 year resident of Arizona I know in depth the magnitude of the entire freeway project, and cannot think of any reason a state agency would advocate such a now ridiculous (like not connecting to the 101 on the west alignment) project only leads one to conclude that where there are billions of dollars to be bid out, graft and corruption rule the day.

Code	Issue	Response
1	**Purpose and Need, Old Plan or Use of Old Data**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
3	**Cultural Resources**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
4	**Air Quality**	
5	**Alternatives, W59 Alternative Versus W101 Alternative**	

Code	Comment Document

From: Mike Luecker
To: Projects
Subject: South Mountain Freeway
Date: Wednesday, July 24, 2013 10:08:33 PM

Regarding the Alternatives considered:

I attended the public meeting several years ago for the I-10 CD collector roads. As presented during this meeting, traffic projections/delays were significant even with the assumption of the South Mountain Freeway (SMF) as being built.

In general terms, both the SMF and I-10 CD roads are multi-billion dollar projects. Based on budget/funding issues/short-falls, it appears that building both is not foreseeable. It would appear reasonable that ADOT determine which project is more beneficial. Unfortunately, I can't find any mention of the I-10 CD collector road project within the SMF EIS. They appear to have been analyzed as independent projects, rather than determining which one would best improve traffic and reduce congestion. As I understand it, ADOT has 'scrapped' the I-10 CD road project (for reasons I'm not sure that have been presented to the public, as follow up to the public meetings that occurred several years ago). ADOT should not be moving forward with SMF just because the EIS/engineering/funding/etc is further along than the I-10 CD project. (1)

From my general/cursory viewpoint, which are based on the east valley commute issues at I-10/60/I-17, the I-10 CD roadway project may improve the daily commuter traffic more than the SMF. I further do not see how the SMF will 'relieve' I-10 commuter traffic in the west valley. ADOT seems to agree with this, based on the planned/future 'I-10 Reliever project in the west valley'. I understand that SMF will complete the freeway system that has been previously planned and also reduce truck traffic within the Phx Metro interior freeway system (since SMF would serve as a truck by pass). However, if SR 85 is improved to (near) interstate standards, along with SR 303, this would eventually serve as a more effective truck bypass, the I-10 CD road project may serve as a better alternative to the SMF. (2) (3)
Therefore, if I-10 CD (east valley) and I-10 reliever (west valley) improve commuter traffic (as compared to SMF) and other future improvements (SR 85/303 and possibly future I-11) improve truck bypass (as compared to SMF), then why is SMF taking priority over these other projects, other than to 'complete the freeway system'?

REQUEST FOR ADDITIONAL INFORMATION & ALTERNATIVE ANALYSIS IN SMF EIS: At minimum, ADOT should explain why I-10 CD roadway project was shelved and SMF has moved forward (based on technical/traffic analyses and comparisons). In addition, I would request that the SMF evaluate the I-10 CD and I-10 Reliever projects as an alternative, which includes a life-cycle cost-benefit comparison. (1)

Code	Issue	Response
1	**Alternatives**	The proposed freeway is part of the multimodal *Regional Transportation Plan* (see Draft Environmental Impact Statement page 1-5 for more information regarding the *Regional Transportation Plan*). The *Regional Transportation Plan* includes other freeway projects, such as State Route 30 and State Route 303 Loop, that provide additional capacity and mobility in the region. All of these transportation facilities work as a system and rely on each other to provide optimum performance. The determination of purpose and need for the proposed project included an assumption that substantial improvements would be made to the Interstate 10 corridor between State Route 51 and U.S. Route 60 (see Final Environmental Impact Statement page 1-13). Even with these planned improvements to Interstate 10, the proposed project remains a vital component of the Regional Freeway and Highway System. In 2012, the Maricopa Association of Governments and Arizona Department of Transportation decided to cancel the ongoing Interstate 10 Corridor Improvement Study. The Maricopa Association of Governments, in coordination with Arizona Department of Transportation, recently completed the Southeast Corridor Major Investment Study (see <azmag.gov/Projects/>) and developed new multimodal concepts for addressing transportation issues in the Interstate 10 corridor. The Arizona Department of Transportation and Maricopa Association of Governments plan to initiate a new study to identify multimodal improvements in the Interstate 10 and Interstate 17 corridors (also referred to as the "Spine").
2	**Purpose and Need, Truck Bypass**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Alternatives**	The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Final Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.

Code	Comment Document
	Mike Luecker

Code	Issue	Response

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: I Support the South Mountain Freeway
Date: Friday, May 17, 2013 8:49:44 AM

-----Original Message-----
From: l.lujan@cox.net [mailto:l.lujan@cox.net]
Sent: Friday, May 17, 2013 8:47 AM
To: Projects
Subject: I Support the South Mountain Freeway

1 I support the South Mountain Freeway. I support the 59th St. alignment. I support building it as soon as possible.

I live in Laveen and have heard people from Ahwatukee discuss not wanting "those people" in their neighborhood. I am very disappointed in that perspective. The freeway will provide access, reduce congestion in other parts of Phoenix and finally connect the east and west valley from the south. I am in support.

Thank you,
Linda Lujan

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/20/13 INCOMING CALL TIME: 2:29 PM CALLER: PATRICIA LUND CALLER ADDRESS: 6533 N. 7TH AVE. #5, PHOENIX, ARIZONA 85013 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** Yes, this is a message, I do support the freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/20/13 INCOMING CALL TIME: 4:25 PM CALLER: CHRISTOPHER LYNES CALLER ADDRESS: 5212 E. ROYAL ROAD, PARADISE VALLEY, ARIZONA PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** Yes, I'd like to leave me message in support of the new South Mountain freeway. Thank you.

Code	Issue	Response
1		Comment noted.