Code	Comment Document

5002

1 MR. MACEWEN: All right. My name is Gary
2 MacEwen and I'm a resident of the Foothills and I had
3 a chance to review the draft environmental impact
4 study, and there were several issues that I had with
5 the study, but I really just want to talk about a
6 couple of the main ones that I had. First, the
7 configuration of I-10 as it enters and leaves Phoenix
8 allows for the preferred location of the South
9 Mountain Freeway to act as a convenient bypass for
10 any traffic having no business in Phoenix, just
11 passing through. This I think will result in a
12 significant volume of passthrough traffic using the
13 South Mountain Freeway right from the very beginning
14 when it opens and then only getting worse from there.
15 I think the result of that will be a
16 significant negative impact on the quality of life
17 for residents along the freeway. And of particular
18 concern to me is the use of the Pecos alignment for
19 the E1 alternative as described in the report which
20 in my opinion doesn't sound like it's being
21 considered as an alternative at all. It really
22 sounds like it's an imperative.
23 You know, there's the no build option,
24 but that's the way it's put in the report. It's
25 really not considered an option in my -- the way I

Page 14

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	**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	**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.
4	**Alternatives, No-Action (No-Build) Alternative**	

Code	Comment Document

1 read the report. The freeway and then the
2 anticipated volume of traffic that goes with that may
3 be a benefit to the metropolitan area as a whole, but
4 I think it will be an excessive burden on residents
5 of Ahwatukee Foothills. The accompanying noise, the
6 air quality effects, the visual impacts, the
7 significant negative impact on anyone living within
8 miles of the freeway, not to mention the detrimental
9 effects on property values in the area.
10 The suggestion of a wall as a noise
11 barrier to me is offensive and unacceptable. So I
12 think this bypass issue has been greatly downplayed
13 in the draft environmental impact study, and I don't
14 see any convincing argument that this freeway will
15 not be used, as I've tried to describe, as a bypass.
16 Second, I'm not convinced that ADOT has
17 done everything within its power to find a way to
18 locate the freeway, at least part of the freeway, on
19 so-called community lands. Therefore, I think ADOT
20 must throw out the E1 alternative. And if it
21 believes that there is no other alternative to
22 building the freeway, the South Mountain Freeway,
23 that it's got to go back to the community and try a
24 little harder to find a way to locate the freeway a
25 little farther to the south. That's all I have.

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

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	**Noise**	
7	**Air Quality**	
8	**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.
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 (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.
10	**Noise**	Noise barriers are designed to provide a substantial reduction in noise levels along freeways, but do not and cannot eliminate noise from passing into nearby neighborhoods. Just because noise can be heard does not mean that noise barriers are ineffective. Even at the levels considered "acceptable" by the Arizona Department of Transportation Noise Abatement Policy and Federal Highway Administration regulations, noise is still readily audible and can be heard for some distance from the freeway.
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.

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
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

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway - Public Comments
Date: Wednesday, May 22, 2013 10:48:14 AM

From: Bill Mager [mailto:magersul@cox.net]
Sent: Tuesday, May 21, 2013 5:20 PM
To: Projects
Cc: PARCtheSMF@aol.com
Subject: South Mountain Freeway - Public Comments

Dear Sir or Madam,

1 Fundamentally I believe the South Mountain Freeway is a truck by-pass for I-10 through central Phoenix, with some helpful metro east-west connectivity. It has no place on an alignment adjacent to Ahwatukee.

2

My comments:

3 4 1. I do not believe that it belongs on the Pecos Rd alignment alongside residential Ahwatukee and through South Mountain and South Mountain Park.

5 6 2. I do not believe that 59th Avenue is the appropriate connection to I-10 on the west side. Possibly faulty modeling aside, it appears to inject tremendous traffic into a high congested point on I-10.

My thoughts on a solution:

7 1. I believe the ideal connection is Riggs Rd to I10-101 in Glendale.

8 2. Lacking that, alternatives should be I10 Pecos, then run SOUTH of Pecos and around South Mountain, then to I10-101 Glendale.

9 3. Lacking that…AZ85 is your truck bypass, but then you lose southern east-west connectivity within the metro Phoenix area.

Bottom line…NO to the Pecos Road alignment.

Regards, Bill Mager

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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, E1 Alternative**	
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	**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	**Alternatives, W59 Alternative Versus W101 Alternative**	
6	**Design**	
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.

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
8	**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.
9	**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

From: Sierra Club on behalf of Omid Mahdavi
To: Projects
Subject: Oppose South Mountain Freeway
Date: Monday, May 27, 2013 11:43:56 AM

May 27, 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 these hard financial tiimes please focus tax payer money on maintenance of current infrastructure around the state.

3 4 The freeway would negatively affect the 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.

5 6 The freeway will also exacerbate urban spread and further burden Arizona's taxpayers by having more infrastructure to maintain while the long term economic outlook remains cloudy.

Please select the No Action Alternative.

Thank you.

Sincerely,

Mr. Omid Mahdavi
5257 N Via La Doncella
Tucson, AZ 85750-7074

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**	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.
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	**Biology, Plants, and Wildlife**	
5	**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.
6	**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	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 6/13/13 INCOMING CALL TIME: 6:57 PM CALLER: BRIAN & KELLY MALONE CALLER ADDRESS: 13422 W. HYACINTH DRIVE, SUN CITY WEST, ARIZONA 85375 PHONE: 623-546-3938 EMAIL: **CALLER REMARKS/QUESTIONS:** We are both in favor of the 202 extension. Thank you very much, please get it done. Thanks bye bye.

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: 5:05 PM CALLER: LUSTER MALONE CALLER ADDRESS: PHONE: 602-840-3117 EMAIL: **CALLER REMARKS/QUESTIONS:** I am in support of the freeway. Let's build this thing.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: Finish the 202 south of South Mountain **Date:** Monday, May 20, 2013 8:36:30 AM -----Original Message----- From: Bets [mailto:happybets@manera-inc.com] Sent: Friday, May 17, 2013 9:01 PM To: Projects Subject: Finish the 202 south of South Mountain Elizabeth Manera 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: 05/9/13 INCOMING CALL TIME: 12:38 PM CALLER: DAVID MANLEY CALLER ADDRESS: PHONE: 602-741-2686 EMAIL: **CALLER REMARKS/QUESTIONS:** I support the planning and construction of the South Mountain Freeway.

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: 3:52 PM CALLER: DAVID MANLEY CALLER ADDRESS: PHONE: 602-300-9585 EMAIL: **CALLER REMARKS/QUESTIONS:** I support the building of the South Mountain Freeway. 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: 5:10 PM CALLER: CATHY MANSIETTE CALLER ADDRESS: 145 N. RIATA STREET, GILBERT, AZ 85234 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** Just leaving the message to say that I support this 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.

Great information
Thorough analysis
Excellent video presentation
Knowledgeable staff answered all my questions

1 Would love to see it built.

Optional

Name David Marcus 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		Comment noted.

Code	Comment Document

4311

the freeway -- the city or whatever. But anyway, thank you.

* * *

MR. PALERMO: My name is Joe Palermo. I'm in favor of the Loop 202 South Mountain Freeway. I commute daily for work on the I-10 through downtown, and I believe that the Loop 202 will significantly help the flow of traffic through downtown.

Additionally, I believe that the traffic that is stuck in idling in downtown contributes significantly to the poor air quality of our metropolitan area. And I believe that traffic will inevitably increase over the coming years. And while we have this opportunity to build the 202 freeway, we should proceed forward, rather than be behind the curve and potentially find ourselves in a gridlock situation.

Additionally, I am an environmental consultant as my career. And I believe that this will help me and my family with opportunity to potentially be part of this important infrastructure project. And so additionally I'm in favor of it, not only for reasons for the city, but also for myself personally. Thank you.

* * *

1 MR. MARINO: Christopher Marino, and I'm for the freeway. I have lived in Ahwatukee for since

Page 3

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www.drivernix.com

Code	Issue	Response
1		Comment noted.

Code	Comment Document

1996, and the need is very prevalent. Especially when I-10 happens to be closed, it's a zoo getting out of Ahwatukee into the Phoenix area. Other times, even going to the west side takes forever. This freeway really would help out the whole situation.

I've lived near a freeway in Tempe as I was growing up, I didn't grow an extra arm or anything like that, so freeways are okay. I don't believe that putting it on the Gila River Indian Reservation should be explored any further. The routes have been there for years; people who bought houses in the path should have done their homework. And it's a need -- it's a necessity. It's not even a need; it's a necessity in that area, and it needs to be built today. That's all I've got.

* * *

MR. NORRIS: I'm in favor of building. I've worked for the City of Phoenix for almost 20 years, retired. But I watched this project and I hope that it still will be -- should have been constructed 20 years ago. Congestion around the Broadway Curve is a major problem getting back and forth from the East Valley. This would take off major trucks and people that don't need to go through Central Phoenix. They would have an alternative to go around, get off on Pecos, and then get

Code	Issue	Response

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 INCOMING CALL TIME: 7:49 PM CALLER: JACKIE MARIQUE CALLER ADDRESS: 7311 S. 21ST DRIVE, LAVEEN, AZ 85041 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I just wanted to voice that I'm for the freeway. I would like to see it come up through Laveen and connect to the I-10 and would like for this project to continue. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway
Date: Wednesday, May 15, 2013 12:36:55 PM

From: Alice Maro [mailto:amaro@graphicideals.com]
Sent: Wednesday, May 15, 2013 12:32 PM
To: Projects
Subject: South Mountain Freeway

1 2 3 4

This road has been postponed for so long-please do not let ruin the housing along Pecos and at the end of Pecos Rd-
If possible please build it on the reservation so that families, schools, business and a church will need to relocate.

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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	**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.
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.)

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Land Avliability
Date: Tuesday, July 23, 2013 10:38:08 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: Gene Maro [mailto:gmaro@graphicideals.com]
Sent: Tuesday, July 23, 2013 9:41 AM
To: Projects
Subject: Land Avliability

1
2 3

It has come to light that City Council Reps have a vested interest in the Freeway not going on Indian Land but on privately owned land??//!!!
Please check who will benefit from the destruction of homes, schools and churches while ADOT does NOT work a deal with the tribes.

Gene Maro, Owner
gmaro@graphicideals.com

Graphic Ideals
4631 E. Thomas Road
Phoenix, Arizona 85018
Phone: (602) 381-8080
Fax: (602) 381-8117

Graphic Ideals
"Complete production printing since 1990"
Gene Maro, owner
4631 E Thomas Rd • Phoenix, AZ 85018 • 602 381 8080 • 602 381 8117 FAX • www.graphicideals.com
gmaro@graphicideals.com • Like us on Facebook!

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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.
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	**Purpose and Need**	This request is outside the scope of the proposed project.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/16/13 INCOMING CALL TIME: 4:19 PM CALLER: KEN MARONA CALLER ADDRESS: 102345 WEST [VOICEMAIL UNCLEAR], SUN CITY, AZ PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I do believe that the extension of the freeway would diminish congestion, a faster way for people coming from the south to get to the west valley. It's been proposed seemingly since 1980 and I never seen why it hasn't been done because it's something that would really work. Anyways, thank you for your time.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Rusty Crerand
To: ADOT
Subject: Loop 202 South Mt. Comment #1316263470
Date: Wednesday, June 12, 2013 8:32:46 AM
Attachments: image001.png

Here is another comment concerning the S. Mt. project:

6/11/2013 5:24:32 PM
To Whom It May Concern:

1 2 3 4 5

I'm writing today to express my adamant protest of the proposed South Mountain Freeway. Not only would this proposed Freeway bring an enormous amount of air and noise pollution to the Community of Ahwatukee and it's residents, it would also bring the possibility of hazardous waste accidents, mammoth congestion for local traffic, and ruin the appearance and value of my property.

6 7

In addition, the impact of the proposed South Mountain Freeway is environmentally unjust and disproportionately high to the 70,000 or so residences of the Ahwatukee and Gila River Indian Community populations.

Please accept this email as my formal protest of this proposed freeway.

Sincerely,
Kelli Marshall

Thanks,

Rusty Crerand
Constituent Services Officer
206 S. 17th Ave.
MD 118A Room 101
Phoenix, AZ 85007
602.712.7856
dcrerand@azdot.gov

ADOT Communications

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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	**Hazardous Materials**	
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	**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	**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	**Environmental Justice/Lifestyle**	The Arizona Department of Transportation and Federal Highway Administration have engaged all population segments to ensure access to the environmental impact statement process. Assisted by this involvement, analytical results indicate the proposed action would provide net benefits to all populations in the Study Area in general by reducing traffic congestion, enhancing accessibility, and supporting local economic development plans.

Code	Comment Document

RECEIVED

JUN 17 2013

AZ Dept of Transportation
Director's Office

June 11, 2013

Arizona Department of Transportation
Administration Building
206 S 17th Ave
Phoenix AZ 85007

RE: Proposed South Mountain Freeway

To Whom It May Concern:

1 2 3 4 5 I'm writing today to express my adamant protest of the proposed South Mountain Freeway. Not only would this proposed Freeway bring an enormous amount of air and noise pollution to the Community of Ahwatukee and it's residents, it would also bring the possibility of hazardous waste accidents, mammoth congestion for local traffic, and ruin the appearance and value of my property.

6 7 In addition, the impact of the proposed South Mountain Freeway is environmentally unjust and disproportionately high to the 70,000 or so residences of the Ahwatukee and Gila River Indian Community populations.

Again, please accept this letter as my formal protest of this proposed freeway.

Sincerely,
Kelli Marshall
14261 S Cholla Canyon Dr
Phoenix AZ 85044-6196

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.
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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	**Environmental Justice/Lifestyle**	The Arizona Department of Transportation and Federal Highway Administration have engaged all population segments to ensure access to the environmental impact statement process. Assisted by this involvement, analytical results indicate the proposed action would provide net benefits to all populations in the Study Area in general by reducing traffic congestion, enhancing accessibility, and supporting local economic development plans.

Code	Comment Document
1	Dean Marten — Document Created: 5/21/2013 2:02:07 PM by Web Comment Form The project will create 30,000 jobs during the five to six year construction peiod and result in a $2 billion investment in the Phoenix-area economy. It is time to build 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

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 The construction community is here to help preserve the environment just like everyone else. We feel the impact is minimal compared to the benefits this highway will provide, less traffic in the middle of phoenix, added art moments along the highway and keeping the areas around the highway clean and being involved in the community.

Optional

Name DEAN MARTIN 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)

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: 5/18/13 INCOMING CALL TIME: 3:32 PM CALLER: BOB MARTIN CALLER ADDRESS: 6839 N. 12TH WAY, PHOENIX, AZ PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I definitely support building this freeway. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/30/13 INCOMING CALL TIME: 12:06 PM CALLER: JULIA MARTIN CALLER ADDRESS: PHONE: 602-718-5214 EMAIL: **CALLER REMARKS/QUESTIONS:** My comment regarding the South Mountain Freeway is first you guys should do something about the poor condition of the existing freeways before you guys build a new freeway. Fix the existing freeways then we can talk about building a new freeway. Thanks. Bye.

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	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 6/15/13 INCOMING CALL TIME: 1:53 PM CALLER: PATRICIA MARTIN CALLER ADDRESS: 10601 WE. BALLOVER DRIVE, SUN CITY, ARIZONA 85351 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the road. I think we really, really need it. Thank you goodbye.

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: 11:04 AM CALLER: REVEREND DR. JAMILVIA MARTIN CALLER ADDRESS: 334 [UNCLEAR] MONTE WAY, PHOENIX, AZ 85042 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I am in support of the freeway for South Mountain area. It would help the community greatly.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway Comments
Date: Monday, July 15, 2013 8:04:38 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: stephanie.y.martin@gmail.com [mailto:stephanie.y.martin@gmail.com] **On Behalf Of** Stephanie Martin
Sent: Saturday, July 13, 2013 7:48 PM
To: Projects
Subject: South Mountain Freeway Comments

Dear Sir/Madam:
Please take into consideration the following comments with regards to the Draft Environmental Study which is currently open for public comment.

1 -As a resident of the Ahwatukee Foothills, I am very concerned about and opposed to the proposed plans to build the South Mountain Freeway along the current proposed path along Pecos Road. The Foothills area is unique in the Phoenix region in that it is one of the few areas that is predominantly residential in nature. The proximity to South Mountain Park offers unique views, and buffers the area from some of the Air Quality issues that plague downtown Phoenix. By proposing to build the freeway long the proposed path, I am 2 3 4 concerned that it will adversely affect the character of the region, and greatly reduce the air quality and significantly increase the noise pollution in the area. Reduction in air quality will especially affect local residents who are already suffering air-quality related health issues, but 5 it will also significantly affect the large number of children whose schools are in close proximity to the proposed path. Based on a review of the existing data, I strongly believe 6 7 8 that routing the proposed freeway, which will largely act as a Phoenix Bypass and truck-route, further to the south and away from the South Mountain area is a much preferred alternative.

Specific concerns with the DEIS:
9 1) Regarding the Qualitative Hot Spot Analysis for PM2.5 and PM10 Nonattainment and Maintenence areas: The hotspot analysis must demonstrate that the proposed project will not "cause or contribute to any new violation of any standard in any area; increase the frequency 10 or severity of any existing violation of any standard in any area..." No portions of the hot spot analysis provided specifically addresses the proposed path near the Ahwatukee foothills. In addition, some of the factors that should be considered as noted in the EPA's Guideline on completing this hotspot analysis are not addressed at all within the DEIS - some of these

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	**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	**Health Effects**	
6	**Purpose and Need, Truck Bypass**	
7	**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.
8	**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.

(Response 8 continues on next page)

Code	Comment Document
11 12	include comments and analysis regarding the fact that South Mountain itself (and other local topography) creates a signficant barrier to dispersal of PM2.5 and PM10 particulates. The analysis also appears to not significantly address the issue of increased truck traffic along this route due to the fact that it will act primarily as a bypass to downtown Phoenix. Assumptions made regarding truck traffic fail to address the significant amount of international traffic whose emissions are not regulated by the US government.
11	The hotspot analysis also fails to include evaluation of local meteorology, climate and seasonal data - specifically issues with atmospheric inversions and prevailing wind in combination with local topography that may restrict PM2.5 and PM10 particulate dispersal. The provided analysis within the DEIS also does not appear to include analysis with regards to re-entrained road dust as required for all PM10 hot-spot analyses.
10	2) No PM2.5 analysis was provided - while the region may not yet be classified as being in non-attainment, it is likely that Phoenix is in non-attainment for PM2.5. While the qualitative analysis was not required per the letter of the law, it should be done to be in compliance with the spirit and intent of the law.
13	3) Within the qualitative analysis for PM10, the DEIS indicates "four service traffic interchanges were identified for review..." Including one along Desert Foothills Parkway - however no data or summary could be found for this analysis at this location within the document.
14 15	4) Within the hotspot analysis some numbers and estimated percentages for heavy trucks provided at 2-7%. It is not clear how this assumption was derived, nor does it take into account % of vehicles that may not be federally regulated as they may be coming from across the border where emissions restrictions are not as stringent. The analysis further concludes that "under the 2035 action scenario, the percentage of trucks would remain at the 2020 level..." It is not clear how this assumption is valid and further detail on how these numbers were derived would be appreciated.
16	5) "The transportation conformity rule also requires that the analysis consider the year of expected peak emissions from the project" - it is not explained within the document how the peak is determined and what assumptions are made in identifying the year of expected peak emissions.
17	6) Data provided is dated, and argues that most of the exceedances were caused by high-wind exceptional events - more recent data is available and should be utilized. Phoenix has significantly changed since 2009, the year whose data was used to draw conclusions in this analysis. Why not use all available data and demonstrate that it is repeatable year after year? The analysis further carries on to make claims that "Fugitive dust sources are the largest contributors to ambient concentrations of PM10; Deisel exhaust is not a major contributor to ambient concentrations of PM10; and The proposed improvements would reduce travel time and congestion on the freeways and arterial streets in the area, thereby reducing exhaust emissions of PM10" None of these claims are supported with data referenced. Not only that,
18	but the last claim regarding proposed improvements reducing travel time and congestion merely presumes that congestion may be reduced in some regions - however the traffic has to
19 20	go somewhere, so it will increase in other areas. This claim also does not appear to take into account population growth in the area, which will further increase overall traffic. If the South Mountain Freeway is expected to reduce traffic around the Broadway Curve, the claim is nonsensical - Studies of traffic from Ahwatukee and points south that contribute to the

Code	Issue	Response
8 (cont.)		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.
9	**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.
10	**Air Quality**	A particulate matter ($PM_{2.5}$) analysis is not required since the area is in attainment for the particulate matter ($PM_{2.5}$) National Ambient Air Quality Standard.
11	**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.
12	**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.

(Responses continue on next page)

Code	Comment Document
21	congestion at the Broadway Curve region indicate that most people are driving to jobs in Tempe and Downtown Phoenix. Diverting this traffic along the proposed south mountain freeway for these drivers makes no sense.
15	7) With regards to the comments on heavy-duty deisel emissions standards - these standards only apply to vehicles registered in the USA. It is inappropriate to presume that none of the traffic will be from across one of our international borders - either from Mexico or from Canada. Pollutants from these vehicles where less stringent emissions standards are applied must be taken into account in this analysis. With no current designated path for the CANAMEX corridor around Phoenix, this analysis becomes even more critical.
22	8) With regards to the tier II emissions standards: The analysis is predicting a decrease in nitrogen oxide emissions by 61% and VOC emissions by 24% between 2004 and 2030 - it is not clear how these values were derived. While sulfur levels were mandated to meet a certain level, has data been collected to validate that these levels have been met? In addition, what assumption is being used for the distribution of vehicle age on the roadways?
23	9) Within the DEIS, a study from Denver with regards to traffic-related air pollution was used to draw conclusions with regards to modeled levels of MSATs vs actual measurements - The summary does not discuss how accurate the various models were when compared to actual measurements - it only seems to indicate that dispersion model results were generally lower than monitored concentrations - in other words, the model underpredicted the actual levels of MSATs. It is unclear whether a) actual measured concentrations of MSATS remained below risk values, b) actual measured concentrations dropped off sharply within 50 meters of roadways c) how much higher the actual MSAT concentrations tended to be along highways vs the modeled concentrations.
5	10) it is clearly stated within the summary regarding a Critical Review on Emissions, Exposure, and Health Effects that "Overall, researchers felt that there was sufficient evidence for causality for the exacerbation of asthma" - Building this freeway so close to a residential area, and so close to schools will put residents and children especially at greater respiratory illness risk. Other studies corroborate this data, indicating that children that live next to freeways can develop permanent lung damage.
13	11) In the conclusions section the DEIS indicates that "the qualitative analysis of PM conducted for the proposed action was based on a review of monitoring site that would most closely resemble two interchange locations along the proposed action and the projected characteristics of the two proposed interchanges". Selecting two interchange locations is okay, however the analysis was not completed in an area that would likely see the most significant change. There is no current air monitoring along the Pecos Corridor - this area currently sees limited residential traffic as the Ahwatukee Foothills is an isolated community - building South Mountain Freeway along this path will significantly change and alter the type and volume of traffic in the area. The analysis needs to be provided to clearly demonstrate that there would be no exceedance of PM10 or PM2.5 standards. In addition, the analysis of the 2 locations ultimately reviewed for the DEIS is not readily found within the document for review.
24	Aside from the environmental and potential health effects of building this freeway, I am not in favor of cutting into South Mountain Park. While no official hiking trails exist in the proposed path, the land can easily be explored and enjoyed by hikers and other

Code	Issue	Response
13	**Air Quality**	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.
14	**Traffic**	The Maricopa Association of Governments regional travel demand model forecasts approximately 10 percent truck traffic on the proposed freeway in 2035 (see Final Environmental impact Statement pages 3-64 and 4-72). The forecast truck traffic is based on existing traffic studies and projected socioeconomic data. This percentage is similar to current traffic conditions on Interstate 10 between State Route 101L and Interstate 17 and on US 60. Commercial trucks would use the proposed freeway. As with all other freeways in the region, trucks would use it for the through transport of freight, for transport to and from distribution centers, and for transport to support local commerce. Nevertheless, the primary users of the proposed freeway would be automobiles. Vehicle classification counts (2007) from the Arizona Department of Transportation for Maricopa County show passenger vehicles and other nontruck vehicles make up over 90 percent of all traffic on the regional freeway system, and it is expected these percentages would not vary with the proposed freeway. Further, it is not expected that the entire 21 percent of through truck traffic (by tonnage) using Interstate 10 would divert from Interstate 10 to use the proposed freeway (see Final Environmental Impact Statement page 3-64). Trucking destinations in the Phoenix metropolitan area would still prompt trucks to enter congested areas. Choosing to travel on the proposed freeway versus Interstate 10 would not produce substantial travel time benefits. Therefore, it is expected that "true" through truck traffic (not having to stop in the metropolitan area) would continue to use the faster, designated, and posted bypass system of Interstate 8 and State Route 85.
15	**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.
16	**Air Quality**	As noted on page 4-76 of the Final Environmental Impact Statement, the year of highest particulate matter (PM_{10}) emissions is expected to be the year of highest vehicle miles traveled, 2035. According to the Maricopa Association of Governments *2012 Five Percent Plan for Attainment of the PM-10 Standard* for the Maricopa County Nonattainment Area, the largest single source category is paved road dust, including track-out, at 20 percent. By contrast, on-road mobile vehicle exhaust, tire wear, and brake wear contribute 6 percent. The relative contribution of these emissions is expected to represent about the same contribution in the future; therefore, the highest projected vehicle miles traveled occur in the design year, 2035. The analysis year(s) was determined through the process established by the Arizona Department of Transportation interagency consultation procedures [40 Code of Federal Regulations § 93.105(c)(1)(i)]. The selection of 2035 as the peak year of emissions is appropriate.

(Responses continue on next page)

Code	Comment Document
2 25	recreationalists. In addition, the Ahwatukee Foothills was not designed to be compatible with an adjacent freeway to the south - if there were any hazardous spills (especially those that may result in a gaseous or airborn particulate plume) along this stretch of freeway, the local surface streets do not enable swift evacuation of the area. I am submitting these comments in opposition to the freeway, and am also requesting further analysis and clarification of the data as required around the effects on the Air Quality as a result of this project. Respectfully Submitted, Stephanie Martin 16423 S 4th St 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
17	**Air Quality**	The project team strove to use the latest data wherever available. When new data became available, they were incorporated into the analyses. For example, 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 was reviewed by the Federal Highway Administration, Arizona Department of Transportation, and Maricopa Association of Governments.
18	**Purpose and Need**	Dispersing congested traffic to freeways that provide improved levels of service translates into improved fuel economy, faster travel times, and decreased air pollution. Even though the region's freeways are now congested and operate poorly, conditions in 2035 would be substantially worse (see Draft 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.
19	**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 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. 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*).

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
20	**Purpose and Need**	The travel time comparison shown in Figure 3-17 on page 3-34 of the Draft 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.
21	**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.
22	**Air Quality**	The data presented were based on the U.S. Environmental Protection Agency's MOBILE6 national defaults, including the national default vehicle fleet mix and U.S. Environmental Protection Agency's fuel control programs.
23	**Air Quality**	All national emission and dispersion models are validated before general use. However, models may certainly over- or under-predict depending on many factors. More importantly, however, is that there are many sources of mobile source air toxics other than mobile sources. As noted on page 4-72 of the Final Environmental Impact Statement, emissions from on-road sources are the largest contributors (by weight) of only two of the seven priority mobile source air toxics. As a result, levels of mobile source air toxics near roadways are often determined by these other sources.
24	**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.
25	**Hazardous Materials**	

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Public Comments: Loop 202 Draft EIS
Date: Monday, July 15, 2013 1:44:38 PM
Attachments: image001.png
Public Comments.docx

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

From: Todd [mailto:todds_hiking_guide@yahoo.com]
Sent: Monday, July 15, 2013 1:44 PM
To: Projects
Subject: Public Comments: Loop 202 Draft EIS

Please see the attached document.

Thank you,

Todd Martin
16423 S. 4th St.
Phoenix, AZ 85048

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Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document

July 15, 2013

South Mountain Study Team
Arizona Department of Transportation
1655 West Jackson Street, MD 126F
Phoenix, Arizona 85007

RE: Public Comment on the Draft Environmental Impact Statement for the Loop 202 South Mountain Freeway Study

Public Comment on the Draft Environmental Impact Statement for the Loop 202 South Mountain Freeway Study

Per Chapter 4 page 65 of the EIS transportation projects require an analysis that "… must document that no new local PM10 violations will be created and the severity or number of existing violations will not be increased as a result of the project" (FHWA 2001a). This issue is addressed through a "hotspot analysis" in PM2.5 and PM10 nonattainment and maintenance areas" found on pages 65-68 of the EIS. It is on this analysis that my comments will be directed.

First a few preliminary observations. The draft EIS states that:

> Four service traffic interchanges were identified for detailed review based on LOS and/or high traffic volumes during the evening peak hour of travel. They were Van Buren Street, Southern Avenue, Desert Foothills Parkway, and 40th Street. The 83rd Avenue interchange was included with the W101 Alternative because no interchange is planned at Southern Avenue with the W101 Alternative.

1 **Comment:** This detailed review for PM10 is found not found in the draft EIS. The tables following the above statement relate to CO only. Given that the above occurs beneath the heading of "Particulate "Matter" the assumption would be that PM10 is the pollutant of interest in the discussion.

Comment: It should be noted that no air monitors (either state or county) exist along the proposed route, in particular in the Awahtukee area, south of South Mountain. In the absence of specific monitoring data the actual impact of the freeway to the air shed cannot be measured.

2 **Comment:** Air monitoring should be performed to ensure "that no new local PM10 violations will be created and the severity or number of existing violations will not be increased as a result of the project". The qualitative analysis is insufficient given that the area is in non-attainment of the PM10 standard (and likely non-attainment of PM2.5 as well). Since monitors are affected by local emissions sources, this exercise provides no meaningful insight into the impact that a freeway will have on local air quality since the confounding variables make statistical correlation of particulate readings with proximity to a highway impossible.

3 **Comment:** A quantitative analysis for PM2.5 should be performed given the fact that the area may also be designated non-attainment for this pollutant as well.

Since no quantitative data is available, the draft EIS performs a "qualitative PM10 hot-spot conformity analyses". The qualitative analysis compared ambient concentrations of PM10 at five MCAQD PM10 monitoring sites in the Phoenix area.

PM10 Monitoring Locations, Results, and Nearby Road Characteristics, 2009

Site Name (Location)	Maximum 24-Hour PM10 Value	2nd Maximum 24-Hour PM10 Value	Number of Exceedances of PM10 Standard	Annual Average (ug/m3)	Nearest Freeway	Distance from Freeway

Code	Issue	Response
1	**Air Quality**	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.
2	**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.
3	**Air Quality**	A particulate matter ($PM_{2.5}$) analysis is not required since the area is in attainment for the particulate matter ($PM_{2.5}$) National Ambient Air Quality Standard.

Code	Comment Document

	(ug/m3)	(ug/m3)				
Urban locations near freeways (<½ mile)						
Central Phoenix (16th Street/Roosevelt)	153	130	0	34.5	I-10 SR 51 SR 202L	¼ mile ¾ mile ¾ mile
Greenwood (27th Avenue/I-10)	229	123	1	41.2	I-10 I-17	200 feet ½ mile
Urban locations distant from freeways (>½ mile)						
Durango Complex (27th Avenue/Durango Street)	277	161	3	44.5	I-17	¾ mile
West 43rd Avenue (43rd Avenue/Broadway Road)	317	213	7	50.7	I-17	2½ miles
Rural Locations						
Buckeye (Highway 85/Maricopa County 85)	439	400	3	38.9	I-10	4 miles

The EIS states:

> The qualitative analysis compared ambient concentrations of PM10 at five MCAQD PM10 monitoring sites in the Phoenix area. These sites represented urban areas near freeways, urban areas distant from freeways, and rural areas.

And concludes:

> The sites near freeways typically have ambient concentrations below the NAAQS.

Comment: The 2009 data above is not the most current data available. The 2011 data, in fact, shows different results for these same monitors.

Code	Issue	Response

Code	Comment Document

PM10 Monitoring Locations, Results, and Nearby Road Characteristics, 2011

Site Name (Location)	Maximum 24-Hour PM10 Value (ug/m3)	2nd Maximum 24-Hour PM10 Value (ug/m3)	Number of Exceedances of PM10 Standard	Annual Average (ug/m3)	Nearest Freeway	Distance from Freeway
Urban locations near freeways (<½ mile)						
Central Phoenix (16th Street/Roosevelt)	308	307	8	39.5	I-10 SR 51 SR 202L	¼ mile ¾ mile ¾ mile
Greenwood (27th Avenue/I-10)	388	254	7	42.2	I-10 I-17	200 feet ½ mile
Urban locations distant from freeways (>½ mile)						
Durango Complex (27th Avenue/Durango Street)	436	277	8	48	I-17	¾ mile
West 43rd Avenue (43rd Avenue/Broadway Road)	396	292	7	47.9	I-17	2½ miles
Rural Locations						
Buckeye (Highway 85/Maricopa County 85)	385	296	9	43.7	I-10	4 miles

The data above is more typical monitor data and shows higher concentrations near freeways.

Comment: The draft EIS states "The sites near freeways typically have ambient concentrations below the NAAQS." Of the monitors closest to the freeway, the 2009 data shows several NAAQS exceedances:

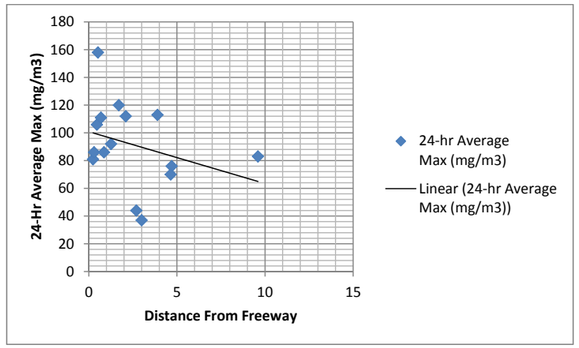
Site Name (Location)	2009 Number of Exceedances of PM10 Standard
Locations near freeways (<1 mile)	
Mesa	0
North Phoenix	0
Durango Complex	3
Dysart	1
Central Phoenix (16th Street/Roosevelt)	0
Greenwood (27th Avenue/I-10)	1
West Phoenix	1

More than half the monitors located less than a mile from a freeway exceeded the NAAQS PM10 standard in 2009. These exceedances appear to be "typical" given that more exceeded than did not.

Code	Issue	Response

Code	Comment Document

Comment: In addition to the above, plotting the 24-hr average maximum values of the various monitors vs distance from a freeway yields a strong positive correlation between distance an PM10 concentration (2010 data). The freeway would be expected to increase local PM10 concentrations.

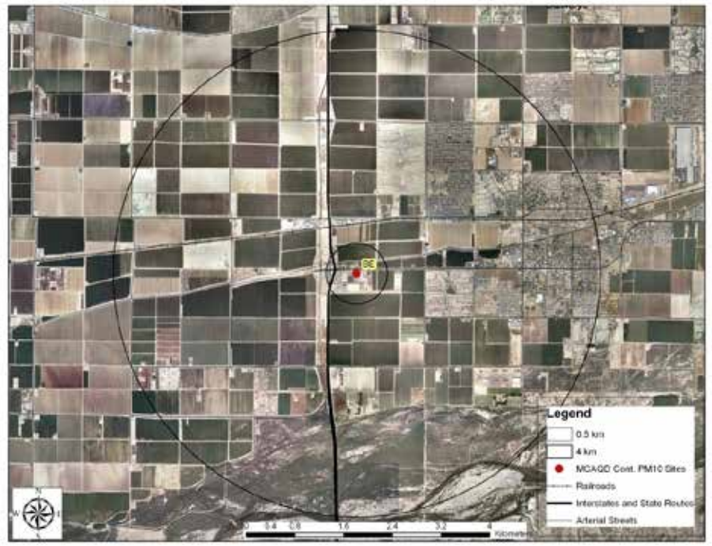


Site Name	24-hr Average Max (mg/m3) 2010 Data
Buckeye	113
Central Phoenix (continuous)	106
Durango Complex	111
Dysart (continuous)	81
Glendale (continuous)	92
Greenwood	158
Higley (continuous)	83
Mesa	86
North Phoenix	44
South Phoenix (continuous)	120
South Scottsdale	37
West Chandler (continuous)	76
West 43rd Ave	112
West Phoenix	86
Zuni Hills	70

Code	Issue	Response

Code	Comment Document

Comment: The use of the Buckeye monitor as representative of rural locations in a qualitative examination of PM10 vs highway distances skews the results. The Buckeye monitor is surrounded by fugitive dust sources from agricultural operations and is in no way representative of ambient PM10 concentrations in developed areas. The Desert Foothills area would be considered rural, but the Buckeye monitor is in no way representative of the Foothills area. See aerial view below:



Agricultural operations are exempt from air quality rules and activities that involve disturbance of the soil generate large quantities of dust.

Comment: A more representative monitor should be chosen for the rural selection so that the particulate impact of the freeway is being compared, as opposed to the completely unrelated emissions that result from farm fields. It's not clear what monitor was used as a surrogate for the Desert Foothills area, but there is no explanation in the draft EIS as to which monitor is used, or why such monitor accurately represents emissions in the area. In no way is the Buckeye monitor representative of a typical rural area.

Comment: The urban locations (specifically the use of the Durango monitor) is also non-representative since this monitor historically reads high given its proximity to several significant industrial sources. A different monitor should be chosen that is more representative of an urban location (but that is not predominantly impacted by local emitters).

Comment: None of the monitors selected accurately represents the area at Desert Foothills Parkway. Desert Foothills Parkway is located quite far from any highway and the Buckeye monitor would not be representative of the area (Desert Foothills Parkway is residential, it is not agricultural).

4
5

Comment: The hotspot analysis is not sufficient to provide information regarding the likely degradation of air quality in the Awahtukee area and at Desert Foothills Parkway. Given that this is a residential area consisting of families with children, the fact that many schools lie along the proposed Pecos route (including: Casa Vida, Kyrene de los Lagos Elementary School, Kyrene Akimel A-al Middle School, Kyrene de la Estrella Elementary School, Kyrene de la Sierra

Code	Issue	Response
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**	

Code	Comment Document
	School, and the Keystone Montessori Charter School) and that recreation within the largest municipal park (South Mountain) lies downwind of the proposed highway, degradation of air quality in the area needs to be specifically assessed. For a number of reasons, the monitors evaluated in the draft EIS are not representative of Foothills air quality. These include: • The fact that current air quality in the Foothills area is not monitored. A comparison with an existing monitor cannot occur since the current quality has not been assessed. • Given the local conditions in the Awahtukee area (prevailing winds from the southwest to northeast) and the fact that South Mountain provides an impediment to dispersion of pollutants (highway emissions will be back up against the mountain), there is no other area with a monitor that is representative of local conditions.
6	Conclusion: the hotspot analysis that was performed is insufficient since no representative area was chosen (nor is one available since the currently monitored locations are not representative of the Foothills area). Instead, an air quality study should be performed for the proposed project location per the *Transportation Conformity guidance for Qualitative Hot-spot Analysis in PM2.5 and PM10 Nonattainment and Maintenance Areas* Chapter 4.1.B.
1	**Comment:** The *Transportation Conformity guidance for Qualitative Hot-spot Analysis in PM2.5 and PM10 Nonattainment and Maintenance Areas* requires that a hot-spot analysis include the following: • A description of the existing conditions pertaining to the project and project locations. This was not done for the Foothills area. In addition, "analysts and reviewers should be aware of existing air quality conditions so that they can understand the relative impact that the proposed project is likely to have". No information as to the existing air quality in the Desert Foothills area is provided and no monitors exist in the area. The document suggests the following approaches: • Summarize PM2.5 or PM10 design values from nearby monitors in the nonattainment or maintenance area. Determine if a monitoring station is near the project that will provide data on local air quality conditions, including PM2.5 and PM10 concentrations. Monitors closer to the project location, but still within the nonattainment or maintenance area are preferable to those further away. In the absence of a nearby monitor, other appropriate monitors in the nonattainment or maintenance area can also be used. Interagency consultation would be used to select appropriate monitors for a given project, when monitoring information is necessary for a hot-spot analysis. **Comment:** The Desert Foothills area has no nearby monitors. The above was not done. • Consider reviewing data from monitoring stations located in other PM2.5 or PM10 nonattainment or maintenance areas that may have similar traffic and environmental conditions to the proposed project and location. **Comment:** This was not done. Also, there are no areas with similar environmental conditions to the Desert Foothills area. • Describe future estimated air quality for the attainment year, years beyond the attainment year, and any changes in PM2.5 or PM10 concentrations needed to meet attainment and maintenance schedules. Expected changes in air quality at the project location may result in changes in the background concentration and the likelihood that a given project may create or worsen an air quality problem. **Comment:** This was not done. Future air quality of the Desert Foothills area cannot be assessed since no monitors exist that measure the current conditions. • Consider PM2.5 or PM10 source apportionment studies when available. **Comment:** This was not done. • Consider future emissions trends that could affect air quality concentrations at the project's location, such as a stationary source, port, or other new source of PM2.5 or PM10 emissions. **Comment:** This was not done. • It is appropriate to also cite published scientific studies or other information regarding regional or local trend data on PM2.5 or PM10 concentrations, when such data is available and applicable to a given project and location. **Comment:** This was not done.

Code	Issue	Response
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

Comment: The *Transportation Conformity guidance for Qualitative Hot-spot Analysis in PM2.5 and PM10 Nonattainment and Maintenance Areas* requires that "Built and natural environments" be taken into consideration:

- This description would include whether the character of the project area is urban, suburban or rural, and whether adjacent buildings or topography create barriers to dispersal of PM2.5 or PM10. Relevant development trends and land use patterns should be addressed if they have a bearing on potential PM2.5 or PM10 emissions and concentrations in the vicinity of the project (e.g., a new area or stationary emissions source, increased rail traffic resulting from a rail terminal, increased truck traffic due to a port or intermodal freight terminal, or due to industrial or agricultural purposes).

The topography of South Mountain, given its location and the direction of prevailing winds creates a barrier to dispersal of PM10. This was not taken into consideration in the analysis.

Comment: The *Transportation Conformity guidance for Qualitative Hot-spot Analysis in PM2.5 and PM10 Nonattainment and Maintenance Areas* requires that "meteorology, climate and seasonal data" be taken into consideration:

- This description could address atmospheric inversions, prevailing wind direction and speed, as they impact PM2.5 or PM10 concentrations in the project area, if appropriate.

This was not done.

General Comments:

1 **Comment:** Chapter 4 page 69 states "Diesel exhaust is not a major contributor to ambient concentrations of PM10". That may be true, but highway traffic is a major contributor (see Figure 4-22 page 62). All sources of PM10 generated by a highway, not just diesel exhaust, must be taken into account.

Comment: The hot-spot analysis requires that "the total emissions burden of direct PM10 emissions which may result from the implementation of the projects (including re-entrained road dust and construction emissions)" be included in the analysis. This was not done. The draft EIS does not take re-entrainment into account.

Comment: A hot-spot analysis must consist of "an estimation of likely future localized PM2.5 or PM10 pollutant concentrations and a comparison of those concentrations to the relevant air quality standards". A hot-spot analysis assesses the air quality impacts on a scale smaller than an entire nonattainment or maintenance area, including for example, congested roadway intersections and highways or transit terminals." The analysis performed does not estimate potential localized PM10 impacts in the Foothills area along the section of "highway" running south of the South Mountain Park. Nor can it, since no representative monitor exists.

Comment: The *Transportation Conformity guidance for Qualitative Hot-spot Analysis in PM2.5 and PM10 Nonattainment and Maintenance Areas* states "EPA believes that conformity requirements are met if areas demonstrate that no new or worsened violations occur in the year(s) of highest expected emissions – which includes the project's emissions in addition to the background regional emissions." Because the "highest expected emissions" need to be assessed, more recent data than 2009 should be used in the hot-spot analysis.

Comment: The hot-spot analysis does not serve its intended purpose. It does not provide any useful information as to whether the freeway will create new local PM10 violations or whether the number of existing violations will increase as a result of the project.

Sincerely,

Todd Martin
16423 S. 4th St.
Phoenix, AZ 85048
E-mail: todds_hiking_guide@yahoo.com

Code	Issue	Response

Code	Comment Document
	South Mountain Study Team Arizona Department of Transportation 1655 West Jackson Street, MD 126F Phoenix, Arizona 85007 Re: Public Comments regarding the proposed South Mountain Freeway July 13, 2013 Dear Sir/Madam: Please take into consideration the following comments with regards to the Draft Environmental Study which is currently open for public comment. 1 2 3 4 5 6 7 8 -As a resident of the Ahwatukee Foothills, I am very concerned about and opposed to the proposed plans to build the South Mountain Freeway along the current proposed path along Pecos Road. The Foothills area is unique in the Phoenix region in that it is one of the few areas that is predominantly residential in nature. The proximity to South Mountain Park offers unique views, and buffers the area from some of the Air Quality issues that plague downtown Phoenix. By proposing to build the freeway long the proposed path, I am concerned that it will adversely affect the character of the region, and greatly reduce the air quality and significantly increase the noise pollution in the area. Reduction in air quality will especially affect local residents who are already suffering air-quality related health issues, but it will also significantly affect the large number of children whose schools are in close proximity to the proposed path. Based on a review of the existing data, I strongly believe that routing the proposed freeway, which will largely act as a Phoenix Bypass and truck-route, further to the south and away from the South Mountain area is a much preferred alternative. Specific concerns with the DEIS: 9 10 11 12 11 1) Regarding the Qualitative Hot Spot Analysis for PM2.5 and PM10 Nonattainment and Maintenence areas: The hotspot analysis must demonstrate that the proposed project will not "cause or contribute to any new violation of any standard in any area; increase the frequency or severity of any existing violation of any standard in any area..." No portions of the hot spot analysis provided specifically addresses the proposed path near the Ahwatukee foothills. In addition, some of the factors that should be considered as noted in the EPA's Guideline on completing this hotspot analysis are not addressed at all within the DEIS - some of these include comments and analysis regarding the fact that South Mountain itself (and other local topography) creates a signficant barrier to dispersal of PM2.5 and PM10 particulates. The analysis also appears to not significantly address the issue of increased truck traffic along this route due to the fact that it will act primarily as a bypass to downtown Phoenix. Assumptions made regarding truck traffic fail to address the significant amount of international traffic whose emissions are not regulated by the US government. The hotspot analysis also fails to include evaluation of local meteorology, climate and seasonal data - specifically issues with atmospheric inversions and prevailing wind in combination with local topography that may restrict PM2.5 and PM10 particulate dispersal. The provided analysis within the DEIS also does not appear to include analysis with regards to re-entrained road dust as required for all PM10 hot-spot analyses. 10 2) No PM2.5 analysis was provided - while the region may not yet be classified as being in non-attainment, it is likely that Phoenix is in non-attainment for PM2.5. While the qualitative analysis was not required per the letter of the law, it should be done to be in compliance with the spirit and intent of the law. 13 3) Within the qualitative analysis for PM10, the DEIS indicates "four service traffic interchanges were identified for review..." Including one along Desert Foothills Parkway - however no data or summary could be found for this analysis at this location within the document.

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	**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	**Health Effects**	
6	**Purpose and Need, Truck Bypass**	
7	**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.
8	**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.

(Response 8 continues on next page)

Code	Comment Document
14 15	4) Within the hotspot analysis some numbers and estimated percentages for heavy trucks provided at 2-7%. It is not clear how this assumption was derived, nor does it take into account % of vehicles that may not be federally regulated as they may be coming from across the border where emissions restrictions are not as stringent. The analysis further concludes that "under the 2035 action scenario, the percentage of trucks would remain at the 2020 level..." It is not clear how this assumption is valid and further detail on how these numbers were derived would be appreciated.
16	5) "The transportation conformity rule also requires that the analysis consider the year of expected peak emissions from the project" - it is not explained within the document how the peak is determined and what assumptions are made in identifying the year of expected peak emissions.
17 18 19 20 21	6) Data provided is dated, and argues that most of the exceedances were caused by high-wind exceptional events - more recent data is available and should be utilized. Phoenix has significantly changed since 2009, the year whose data was used to draw conclusions in this analysis. Why not use all available data and demonstrate that it is repeatable year after year? The analysis further carries on to make claims that "Fugitive dust sources are the largest contributors to ambient concentrations of PM10; Diesel exhaust is not a major contributor to ambient concentrations of PM10; and The proposed improvements would reduce travel time and congestion on the freeways and arterial streets in the area, thereby reducing exhaust emissions of PM10" None of these claims are supported with data referenced. Not only that, but the last claim regarding proposed improvements reducing travel time and congestion merely presumes that congestion may be reduced in some regions - however the traffic has to go somewhere, so it will increase in other areas. This claim also does not appear to take into account population growth in the area, which will further increase overall traffic. If the South Mountain Freeway is expected to reduce traffic around the Broadway Curve, the claim is nonsensical - Studies of traffic from Ahwatukee and points south that contribute to the congestion at the Broadway Curve region indicate that most people are driving to jobs in Tempe and Downtown Phoenix. Diverting this traffic along the proposed south mountain freeway for these drivers makes no sense.
15	7) With regards to the comments on heavy-duty diesel emissions standards - these standards only apply to vehicles registered in the USA. It is inappropriate to presume that none of the traffic will be from across one of our international borders - either from Mexico or from Canada. Pollutants from these vehicles where less stringent emissions standards are applied must be taken into account in this analysis. With no current designated path for the CANAMEX corridor around Phoenix, this analysis becomes even more critical.
22	8) With regards to the tier II emissions standards: The analysis is predicting a decrease in nitrogen oxide emissions by 61% and VOC emissions by 24% between 2004 and 2030 - it is not clear how these values were derived. While sulfur levels were mandated to meet a certain level, has data been collected to validate that these levels have been met? In addition, what assumption is being used for the distribution of vehicle age on the roadways?
23	9) Within the DEIS, a study from Denver with regards to traffic-related air pollution was used to draw conclusions with regards to modeled levels of MSATs vs actual measurements - The summary does not discuss how accurate the various models were when compared to actual measurements - it only seems to indicate that dispersion model results were generally lower than monitored concentrations - in other words, the model underpredicted the actual levels of MSATs. It is unclear whether a) actual measured concentrations of MSATS remained below risk values, b) actual measured concentrations dropped off sharply within 50 meters of roadways c) how much higher the actual MSAT concentrations tended to be along highways vs the modeled concentrations.
5	10) it is clearly stated within the summary regarding a Critical Review on Emissions, Exposure, and Health Effects that "Overall, researchers felt that there was sufficient evidence for causality for the exacerbation of asthma" - Building this freeway so close to a residential area, and so close to schools will put residents and children especially at greater respiratory illness risk. Other studies corroborate this data, indicating that children that live next to

Code	Issue	Response
8 (cont.)		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.
9	**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.
10	**Air Quality**	A particulate matter ($PM_{2.5}$) analysis is not required since the area is in attainment for the particulate matter ($PM_{2.5}$) National Ambient Air Quality Standard.
11	**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.
12	**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.

(Responses continue on next page)

Code	Comment Document
	freeways can develop permanent lung damage.
13	11) In the conclusions section the DEIS indicates that "the qualitative analysis of PM conducted for the proposed action was based on a review of monitoring site that would most closely resemble two interchange locations along the proposed action and the projected characteristics of the two proposed interchanges". Selecting two interchange locations is okay, however the analysis was not completed in an area that would likely see the most significant change. There is no current air monitoring along the Pecos Corridor - this area currently sees limited residential traffic as the Ahwatukee Foothills is an isolated community - building South Mountain Freeway along this path will significantly change and alter the type and volume of traffic in the area. The analysis needs to be provided to clearly demonstrate that there would be no exceedance of PM10 or PM2.5 standards. In addition, the analysis of the 2 locations ultimately reviewed for the DEIS is not readily found within the document for review.
24 2 25	Aside from the environmental and potential health effects of building this freeway, I am not in favor of cutting into South Mountain Park. While no official hiking trails exist in the proposed path, the land can easily be explored and enjoyed by hikers and other recreationalists. In addition, the Ahwatukee Foothills was not designed to be compatible with an adjacent freeway to the south - if there were any hazardous spills (especially those that may result in a gaseous or airborn particulate plume) along this stretch of freeway, the local surface streets do not enable swift evacuation of the area.
	I am submitting these comments in opposition to the freeway, and am also requesting further analysis and clarification of the data as required around the effects on the Air Quality as a result of this project.
	Respectfully Submitted, Stephanie Martin 16423 S 4th St Phoenix, AZ 85048

Code	Issue	Response
13	**Air Quality**	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.
14	**Traffic**	The Maricopa Association of Governments regional travel demand model forecasts approximately 10 percent truck traffic on the proposed freeway in 2035 (see Final Environmental impact Statement pages 3-64 and 4-72). The forecast truck traffic is based on existing traffic studies and projected socioeconomic data. This percentage is similar to current traffic conditions on Interstate 10 between State Route 101L and Interstate 17 and on US 60. Commercial trucks would use the proposed freeway. As with all other freeways in the region, trucks would use it for the through transport of freight, for transport to and from distribution centers, and for transport to support local commerce. Nevertheless, the primary users of the proposed freeway would be automobiles. Vehicle classification counts (2007) from the Arizona Department of Transportation for Maricopa County show passenger vehicles and other nontruck vehicles make up over 90 percent of all traffic on the regional freeway system, and it is expected these percentages would not vary with the proposed freeway. Further, it is not expected that the entire 21 percent of through truck traffic (by tonnage) using Interstate 10 would divert from Interstate 10 to use the proposed freeway (see Final Environmental Impact Statement page 3-64). Trucking destinations in the Phoenix metropolitan area would still prompt trucks to enter congested areas. Choosing to travel on the proposed freeway versus Interstate 10 would not produce substantial travel time benefits. Therefore, it is expected that "true" through truck traffic (not having to stop in the metropolitan area) would continue to use the faster, designated, and posted bypass system of Interstate 8 and State Route 85.
15	**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.
16	**Air Quality**	As noted on page 4-76 of the Final Environmental Impact Statement, the year of highest particulate matter (PM_{10}) emissions is expected to be the year of highest vehicle miles traveled, 2035. According to the Maricopa Association of Governments *2012 Five Percent Plan for Attainment of the PM-10 Standard* for the Maricopa County Nonattainment Area, the largest single source category is paved road dust, including track-out, at 20 percent. By contrast, on-road mobile vehicle exhaust, tire wear, and brake wear contribute 6 percent. The relative contribution of these emissions is expected to represent about the same contribution in the future; therefore, the highest projected vehicle miles traveled occur in the design year, 2035. The analysis year(s) was determined through the process established by the Arizona Department of Transportation interagency consultation procedures [40 Code of Federal Regulations § 93.105(c)(1)(i)]. The selection of 2035 as the peak year of emissions is appropriate.

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17	**Air Quality**	The project team strove to use the latest data wherever available. When new data became available, they were incorporated into the analyses. For example, 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 was reviewed by the Federal Highway Administration, Arizona Department of Transportation, and Maricopa Association of Governments.
18	**Purpose and Need**	Dispersing congested traffic to freeways that provide improved levels of service translates into improved fuel economy, faster travel times, and decreased air pollution. Even though the region's freeways are now congested and operate poorly, conditions in 2035 would be substantially worse (see Draft 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.
19	**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. 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*).

(Responses continue on next page)

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20	**Purpose and Need**	The travel time comparison shown in Figure 3-17 on page 3-34 of the Draft 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.
21	**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.
22	**Air Quality**	The data presented were based on the U.S. Environmental Protection Agency's MOBILE6 national defaults, including the national default vehicle fleet mix and U.S. Environmental Protection Agency's fuel control programs.
23	**Air Quality**	All national emission and dispersion models are validated before general use. However, models may certainly over- or under-predict depending on many factors. More importantly, however, is that there are many sources of mobile source air toxics other than mobile sources. As noted on page 4-72 of the Final Environmental Impact Statement, emissions from on-road sources are the largest contributors (by weight) of only two of the seven priority mobile source air toxics. As a result, levels of mobile source air toxics near roadways are often determined by these other sources.
24	**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.
25	**Hazardous Materials**	

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South Mountain Study Team
Arizona Department of Transportation
1655 West Jackson Street, MD 126F
Phoenix, Arizona 85007

July 13 2013

Public Comment on the Draft Environmental Impact Statement for the Loop 202 South Mountain Freeway Study

Per Chapter 4 page 65 of the EIS transportation projects require an analysis that "... must document that no new local PM10 violations will be created and the severity or number of existing violations will not be increased as a result of the project" (FHWA 2001a). This issue is addressed through a "hotspot analysis" in PM2.5 and PM10 nonattainment and maintenance areas" found on pages 65-68 of the EIS. It is on this analysis that my comments will be directed.

First a few preliminary observations. The draft EIS states that:

> Four service traffic interchanges were identified for detailed review based on LOS and/or high traffic volumes during the evening peak hour of travel. They were Van Buren Street, Southern Avenue, Desert Foothills Parkway, and 40th Street. The 83rd Avenue interchange was included with the W101 Alternative because no interchange is planned at Southern Avenue with the W101 Alternative.

1 **Comment:** This detailed review for PM10 is found not found in the draft EIS. The tables following the above statement relate to CO only. Given that the above occurs beneath the heading of "Particulate "Matter" the assumption would be that PM10 is the pollutant of interest in the discussion.

Comment: It should be noted that no air monitors (either state or county) exist along the proposed route, in particular in the Awahtukee area, south of South Mountain. In the absence of specific monitoring data the actual impact of the freeway to the air shed cannot be measured.

Comment: Air monitoring should be performed to ensure "that no new local PM10 violations will be created and the severity or number of existing violations will not be increased as a result of the project". The qualitative analysis is insufficient given that the area is in non-attainment of the PM10 standard (and likely non-attainment of PM2.5 as well). Since monitors are effected by local emissions sources, this exercise provides no meaningful insight into the impact that a freeway will have on local air quality since the confounding variables make statistical correlation of particulate readings with proximity to a highway impossible.

2 **Comment:** A quantitative analysis for PM2.5 should be performed given the fact that the area may also be designated non-attainment for this pollutant as well.

Since no quantitative data is available, the draft EIS performs a "qualitative PM10 hot-spot conformity analyses". The qualitative analysis compared ambient concentrations of PM10 at five MCAQD PM10 monitoring sites in the Phoenix area.

Code	Issue	Response
1	**Air Quality**	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.
2	**Air Quality**	A particulate matter ($PM_{2.5}$) analysis is not required since the area is in attainment for the particulate matter ($PM_{2.5}$) National Ambient Air Quality Standard.

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PM10 Monitoring Locations, Results, and Nearby Road Characteristics, 2009

Site Name (Location)	Maximum 24-Hour PM10 Value (ug/m3)	2nd Maximum 24-Hour PM10 Value (ug/m3)	Number of Exceedances of PM10 Standard	Annual Average (ug/m3)	Nearest Freeway	Distance from Freeway
Urban locations near freeways (<½ mile)						
Central Phoenix (16th Street/Roosevelt)	153	130	0	34.5	I-10 SR 51 SR 202L	¼ mile ¾ mile ¾ mile
Greenwood (27th Avenue/I-10)	229	123	1	41.2	I-10 I-17	200 feet ½ mile
Urban locations distant from freeways (>½ mile)						
Durango Complex (27th Avenue/Durango Street)	277	161	3	44.5	I-17	¾ mile
West 43rd Avenue (43rd Avenue/Broadway Road)	317	213	7	50.7	I-17	2½ miles
Rural Locations						
Buckeye (Highway 85/Maricopa County 85)	439	400	3	38.9	I-10	4 miles

The EIS states:

> The qualitative analysis compared ambient concentrations of PM10 at five MCAQD PM10 monitoring sites in the Phoenix area. These sites represented urban areas near freeways, urban areas distant from freeways, and rural areas.

And concludes:

> The sites near freeways typically have ambient concentrations below the NAAQS.

Comment: The 2009 data above is not the most current data available. The 2011 data, in fact, shows different results for these same monitors.

PM10 Monitoring Locations, Results, and Nearby Road Characteristics, 2011

Site Name (Location)	Maximum 24-Hour PM10 Value (ug/m3)	2nd Maximum 24-Hour PM10 Value (ug/m3)	Number of Exceedances of PM10 Standard	Annual Average (ug/m3)	Nearest Freeway	Distance from Freeway
Urban locations near freeways (<½ mile)						
Central Phoenix (16th Street/Roosevelt)	308	307	8	39.5	I-10 SR 51 SR 202L	¼ mile ¾ mile ¾ mile
Greenwood (27th Avenue/I-10)	388	254	7	42.2	I-10 I-17	200 feet ½ mile
Urban locations distant from freeways (>½ mile)						
Durango Complex (27th Avenue/Durango Street)	436	277	8	48	I-17	¾ mile
West 43rd Avenue (43rd Avenue/Broadway Road)	396	292	7	47.9	I-17	2½ miles
Rural Locations						
Buckeye (Highway	385	299	9	49.7	I-10	4 miles

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85/Maricopa County 85)						

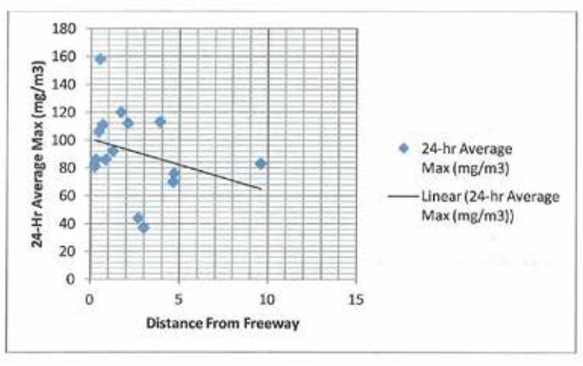
The data above is more typical monitor data and shows higher concentrations near freeways.

Comment: The draft EIS states "The sites near freeways typically have ambient concentrations below the NAAQS." Of the monitors closest to the freeway, the 2009 data shows several NAAQS exceedances:

Site Name (Location)	2009 Number of Exceedances of PM10 Standard
Locations near freeways (<1 mile)	
Mesa	0
North Phoenix	0
Durango Complex	3
Dysart	1
Central Phoenix (16th Street/Roosevelt)	0
Greenwood (27th Avenue/I-10)	1
West Phoenix	1

More than half the monitors located less than a mile from a freeway exceeded the NAAQS PM10 standard in 2009. These exceedances appear to be "typical" given that more exceeded than did not.

Comment: In addition to the above, plotting the 24-hr average maximum values of the various monitors vs distance from a freeway yields a strong positive correlation between distance an PM10 concentration (2010 data). The freeway would be expected to increase local PM10 concentrations.



Site Name	24-hr Average Max (mg/m3) 2010 Data
Buckeye	113
Central Phoenix (continuous)	106
Durango Complex	111
Dysart (continuous)	81
Glendale (continuous)	92
Greenwood	158
Higley (continuous)	83
Mesa	86

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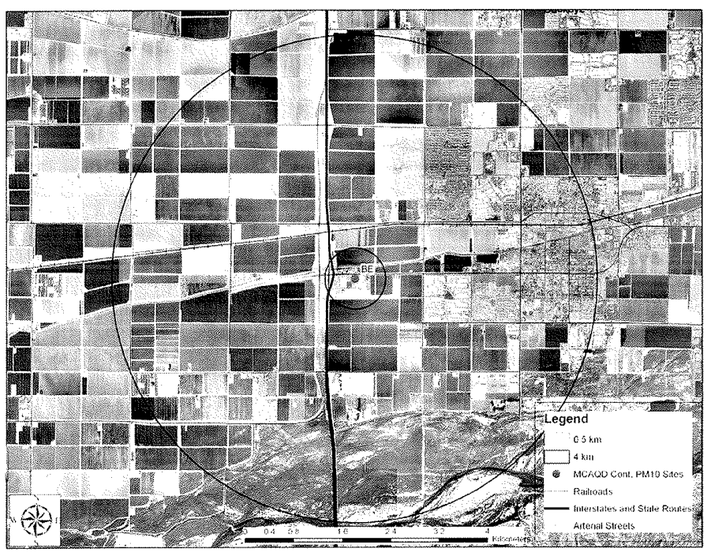
North Phoenix	44
South Phoenix (continuous)	120
South Scottsdale	37
West Chandler (continuous)	76
West 43rd Ave	112
West Phoenix	86
Zuni Hills	70

Comment: The use of the Buckeye monitor as representative of rural locations in a qualitative examination of PM10 vs highway distances skews the results. The Buckeye monitor is surrounded by fugitive dust sources from agricultural operations and is in no way representative of ambient PM10 concentrations in developed areas. The Desert Foothills area would be considered rural, but the Buckeye monitor is in no way representative of the Foothills area. See aerial view below:



Agricultural operations are exempt from air quality rules and activities that involve disturbance of the soil generate large quantities of dust.

Comment: A more representative monitor should be chosen for the rural selection so that the particulate impact of the freeway is being compared, as opposed to the completely unrelated emissions that result from farm fields. It's not clear what monitor was used as a surrogate for the Desert Foothills area, but there is no explanation in the draft EIS as to which monitor is used, or why such monitor accurately represents emissions in the area. In no way is the Buckeye monitor representative of a typical rural area.

Code	Issue	Response

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	Comment: The urban locations (specifically the use of the Durango monitor) is also non-representative since this monitor historically reads high given its proximity to several significant industrial sources. A different monitor should be chosen that is more representative of an urban location (but that is not predominantly impacted by local emitters). **Comment:** None of the monitors selected accurately represents the area at Desert Foothills Parkway. Desert Foothills Parkway is located quite far from any highway and the Buckeye monitor would not be representative of the area (Desert Foothills Parkway is residential, it is not agricultural). **Comment:** The hotspot analysis is not sufficient to provide information regarding the likely degradation of air quality in the Awahtukee area and at Desert Foothills Parkway. Given that this is a residential area consisting of families with children, the fact that many schools lie along the proposed Pecos route (including: Casa Vida, Kyrene de los Lagos Elementary School, Kyrene Akimel A-al Middle School, Kyrene de la Estrella Elementary School, Kyrene de la Sierra School, and the Keystone Montessori Charter School) and that recreation within the largest municipal park (South Mountain) lies downwind of the proposed highway, degradation of air quality in the area needs to be specifically assessed. For a number of reasons, the monitors evaluated in the draft EIS are not representative of Foothills air quality. These include: • The fact that current air quality in the Foothills area is not monitored. A comparison with an existing monitor cannot occur since the current quality has not been assessed. • Given the local conditions in the Awahtukee area (prevailing winds from the southwest to northeast) and the fact that South Mountain provides an impediment to dispersion of pollutants (highway emissions will be back up against the mountain), there is no other area with a monitor that is representative of local conditions. Conclusion: the hotspot analysis that was performed is insufficient since no representative area was chosen (nor is one available since the currently monitored locations are not representative of the Foothills area). Instead, an air quality study should be performed for the proposed project location per the *Transportation Conformity guidance for Qualitative Hot-spot Analysis in PM2.5 and PM10 Nonattainment and Maintenance Areas* Chapter 4.1.B.
3 4 5 1	
	Comment: The *Transportation Conformity guidance for Qualitative Hot-spot Analysis in PM2.5 and PM10 Nonattainment and Maintenance Areas* requires that a hot-spot analysis include the following: • A description of the existing conditions pertaining to the project and project locations. This was not done for the Foothills area. In addition, "analysts and reviewers should be aware of existing air quality conditions so that they can understand the relative impact that the proposed project is likely to have". No information as to the existing air quality in the Desert Foothills area is provided and no monitors exist in the area. The document suggests the following approaches: • Summarize PM2.5 or PM10 design values from nearby monitors in the nonattainment or maintenance area. Determine if a monitoring station is near the project that will provide data on local air quality conditions, including PM2.5 and PM10 concentrations. Monitors closer to the project location, but still within the nonattainment or maintenance area are preferable to those further away. In the absence of a nearby monitor, other appropriate monitors in the nonattainment or maintenance area can also be used. Interagency consultation would be used to select appropriate monitors for a given project, when monitoring information is necessary for a hot-spot analysis. **Comment:** The Desert Foothills area has no nearby monitors. The above was not done. • Consider reviewing data from monitoring stations located in other PM2.5 or PM10 nonattainment or maintenance areas that may have similar traffic and environmental conditions to the proposed project and location. **Comment:** This was not done. Also, there are no areas with similar environmental conditions to the Desert Foothills area. • Describe future estimated air quality for the attainment year, years beyond the attainment year, and any changes in PM2.5 or PM10 concentrations needed to meet attainment and maintenance schedules. Expected changes in air quality at the project location may result in changes in the background concentration and the likelihood that a given project may create or worsen an air quality problem. **Comment:** This was not done. Future air quality of the Desert Foothills area cannot be assessed since no monitors exist that measure the current conditions. • Consider PM2.5 or PM10 source apportionment studies when available.
1	

Code	Issue	Response
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	**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

Comment: This was not done.

- Consider future emissions trends that could affect air quality concentrations at the project's location, such as a stationary source, port, or other new source of PM2.5 or PM10 emissions.

Comment: This was not done.

- It is appropriate to also cite published scientific studies or other information regarding regional or local trend data on PM2.5 or PM10 concentrations, when such data is available and applicable to a given project and location.

Comment: This was not done.

Comment: The *Transportation Conformity guidance for Qualitative Hot-spot Analysis in PM2.5 and PM10 Nonattainment and Maintenance Areas* requires that "Built and natural environments" be taken into consideration:

- This description would include whether the character of the project area is urban, suburban or rural, and whether adjacent buildings or topography create barriers to dispersal of PM2.5 or PM10. Relevant development trends and land use patterns should be addressed if they have a bearing on potential PM2.5 or PM10 emissions and concentrations in the vicinity of the project (e.g., a new area or stationary emissions source, increased rail traffic resulting from a rail terminal, increased truck traffic due to a port or intermodal freight terminal, or due to industrial or agricultural purposes).

The topography of South Mountain, given its location and the direction of prevailing winds creates a barrier to dispersal of PM10. This was not taken into consideration in the analysis.

Comment: The *Transportation Conformity guidance for Qualitative Hot-spot Analysis in PM2.5 and PM10 Nonattainment and Maintenance Areas* requires that "meteorology, climate and seasonal data" be taken into consideration:

- This description could address atmospheric inversions, prevailing wind direction and speed, as they impact PM2.5 or PM10 concentrations in the project area, if appropriate.

This was not done.

1

General Comments:

Comment: Chapter 4 page 69 states "Diesel exhaust is not a major contributor to ambient concentrations of PM10". That may be true, but highway traffic is a major contributor (see Figure 4-22 page 62). All sources of PM10 generated by a highway, not just diesel exhaust, must be taken into account.

Comment: The hot-spot analysis requires that "the total emissions burden of direct PM10 emissions which may result from the implementation of the projects (including re-entrained road dust and construction emissions)" be included in the analysis. This was not done. The draft EIS does not take re-entrainment into account.

Comment: A hot-spot analysis must consist of "an estimation of likely future localized PM2.5 or PM10 pollutant concentrations and a comparison of those concentrations to the relevant air quality standards". A hot-spot analysis assesses the air quality impacts on a scale smaller than an entire nonattainment or maintenance area, including for example, congested roadway intersections and highways or transit terminals." The analysis performed does not estimate potential localized PM10 impacts in the Foothills area along the section of "highway" running south of the South Mountain Park. Nor can it, since no representative monitor exists.

Comment: The *Transportation Conformity guidance for Qualitative Hot-spot Analysis in PM2.5 and PM10 Nonattainment and Maintenance Areas* states "EPA believes that conformity requirements are met if areas demonstrate that no new or worsened violations occur in the year(s) of highest expected emissions – which includes the project's emissions in addition to the background regional emissions." Because the "highest expected emissions" need to be assessed, more recent data than 2009 should be used in the hot-spot analysis.

Comment: The hot-spot analysis does not serve its intended purpose. It does not provide any useful information as to whether the freeway will create new local PM10 violations or whether the number of existing violations will increase as a result of the project.

Code	Issue	Response

Code	Comment Document
	Respectfully Submitted Todd Martin Todd Martin 16423 S 4th St Phoenix, AZ 85048

Code	Issue	Response

Code	Comment Document
1 2 3 4 5 6	Suzanne Martin Document Created: 7/24/2013 6:57:08 PM by Web Comment Form I am very concerned about the increased pollution in Ahwatukee that would result from the expansion of the Loop 202 freeway. A parkway extension (for passenger automobiles only) may be beneficial to the residents. However, any extension intended to reroute interstate traffic out of central Phoenix would increase pollution, increase respiratory problems in residents, decrease quality of life, and lower property values. Ahwatukee is a beautiful community and should not be ruined by using the Loop 202 to reroute interstate trucking traffic.

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**	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). 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	**Health Effects**	
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	**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, 2, 3	Colin Martin Document Created: 7/24/2013 7:33:38 PM by Web Comment Form Extending the 202 west past South Mountain would be nice for normal traffic going to and from central phoenix. However, the idea of the big semi trucks using it as an alternate route is a little upsetting. The pollution and noise it would create right by my house isn't worth the benefits of having the 202 extended. I'd much rather live with it as it is now then have all the trucking traffic going by my neighborhood.

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	**Noise**	

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: Build the South Mountain Freeway **Date:** Tuesday, May 14, 2013 9:39:09 AM -----Original Message----- From: Art Martinez [mailto:aem5981@yahoo.com] Sent: Saturday, May 11, 2013 7:03 AM To: Projects Cc: info@buildthe202.com Subject: Build the South Mountain Freeway aem5981@yahoo.com 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

4426

outside, like high school kids and -- practicing baseball, football, soccer, or whatever. It's not advantageous to them.

Let's see. The other item of concern that I noted was in the study they provided us, they talked about a noncontinuous sound and noise and dust wall along the side of the highway. I think it needs to be throughout the area near the crest where it's most effective rather than down at the property line where the highway is supposed to be up to a 23-foot level, would be way over it unless they built an atrociously tall wall. So it would be better to put it up near the side of the road. But it needs to cover all communities along it, not selective ones or areas just like the school.

That's all I had to add over what I said in there, so...

Okay? Thank you very much.

MR. MARTINEZ: H-e-n-r-y, Henry. Martinez, M-a-r-t-i-n-e-z.

I understand that this is voted on by the people of Phoenix to get the 202. We were offered three different places where it could be put in. And as of June 2006, ADOT changed their mind. They didn't give us that fourth option, the option of today where it's at 59th Avenue. Because here it's at -- sorry --

1

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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
2	55th Avenue, also 71st, and the 101. That was back before June 2006. So then it was changed, like I say, in October 2009, to go into the 59th Avenue. But you -- ADOT already bought all the land south of the I-10, because they didn't even put houses in it. They put a quota where there's no houses. UNIDENTIFIED SPEAKER: On what street? MR. MARTINEZ: Over on Broadway and Southern. UNIDENTIFIED SPEAKER: Describe where our house is. MR. MARTINEZ: Oh, where our house is, that's just too bad. We're the first house that gets taken down for the exit going south. UNIDENTIFIED SPEAKER: From the I-10 to -- MR. MARTINEZ: Right. UNIDENTIFIED SPEAKER: -- the transition to 59th. MR. MARTINEZ: We live right here, this white area in there. So it's going to take our house away. UNIDENTIFIED SPEAKER: The entire upper side of our block, our street, all the way to -- MR. MARTINEZ: The corner of 62nd Avenue and Belleview, B-e-l-l-e-v-i-e-w. Page 18 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

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

1 UNIDENTIFIED SPEAKER: Street.
2 MR. MARTINEZ: This here has already been
3 bought out. Here you can see houses on both sides. None
4 here, because they already bought it out. They already
5 predetermined this. It wasn't like -- come in and tell us
6 where we were wrong. It's already been done. It's a done
7 deal.
8 So this, to me, is all a farce, because why
9 would you buy all this land -- there's nothing in it, no
10 houses -- and then say come over and we'll talk about
11 maybe changing it? I don't think so. There ain't nothing
12 they can do after they bought it. They're not going to
13 sell it back to people that want to put houses there,
14 because there's no builder that will do that.
15 Also, there -- nobody's ever come to talk to
16 us or one on one or anything like that. I'm a
17 single-dwelling owner. And they sent us this to come
18 here.
19 UNIDENTIFIED SPEAKER: Through the mailman.
20 MR. MARTINEZ: Yeah, through the mailman.
21 UNIDENTIFIED SPEAKER: Just a little flier.
22 MR. MARTINEZ: And that's it. We -- we
23 don't have to talk to anybody. We're both handicapped, on
24 a fixed income. And in two years, prices are going to be
25 up. No matter what you give us for our house, it's not

2

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Code	Issue	Response

Code	Comment Document

2

3

2

1 going to be enough to buy a new one. So where will we go?
2 What will we do?
3 And also, here, "ADOT Buying Some Houses in
4 Freeway Path, Ahwatukee." Yeah. They make more money
5 than I do or I ever did. Their houses cost more. But
6 they're the ones that are getting the break. I don't
7 understand that either. Nobody's ever talked to me.
8 Nobody will ever return my calls when I asked about this.
9 And this was in the paper. I'm not making
10 it up. But nobody talks to you about it. Nobody lets you
11 know what options you have. So that's not right. It's
12 not right. Why are the people that have $200 and 400,000
13 homes getting a break? I have a $80,000 home. Nobody's
14 ever said anything.
15 So that's what I'm disappointed in. And
16 that's why I'm here, trying to vent.
17 UNIDENTIFIED SPEAKER: And they can't tell
18 us what kind of process there is when they do come to us
19 and say, we're going to buy out your property. You know,
20 what else is incurred in that? Is it moving expenses?
21 What? You know, nobody's sent us an official letter to
22 say --
23 MR. MARTINEZ: I --
24 UNIDENTIFIED SPEAKER: -- anything about
25 what's really taking place and how it's going to work.

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Code	Issue	Response
3	**Environmental Justice/Lifestyle**	The Arizona Department of Transportation and Federal Highway Administration have engaged all population segments to ensure access to the environmental impact statement process. Assisted by this involvement, analytical results indicate the proposed action would provide net benefits to all populations in the Study Area in general by reducing traffic congestion, enhancing accessibility, and supporting local economic development plans.

Code	Comment Document

1 MR. MARTINEZ: And my disability and hers,
2 we can't lift a couch. You know, we're going to have
3 trouble moving our dining room set. We're going to have
4 trouble moving, period.
5 UNIDENTIFIED SPEAKER: Boxes.
6 MR. MARTINEZ: We lived in that house for
7 26 years.
8 UNIDENTIFIED SPEAKER: Yeah. That was --
9 MR. MARTINEZ: So --
10 UNIDENTIFIED SPEAKER: -- going to be our
11 forever house. And --
12 MR. MARTINEZ: Right.
13 UNIDENTIFIED SPEAKER: -- when we retired,
14 we invested, you know, monies into fixing things that
15 would last a long time that -- you know, air-conditioners,
16 fencing, all those kind of improvements that we figured,
17 you know, we're going to be here for a long time now, or
18 hopefully a long time, and we would be investing our money
19 into our property. And those things, we don't think
20 they're going to, you know, compensate for fairly, because
21 the market value is way down.
22 And we just are concerned that -- how are we
23 going to find another place that we can afford?
24 MR. MARTINEZ: Right. Because like I say,
25 in two or three years, housing market is going to be up

3

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Code	Issue	Response

Code	Comment Document

1 again, you know. It's rising now. So if I sold today, I
2 might possibly be able to get another loan, a double loan,
3 to buy a new home, because the prices today are going up.
4 And --
5 UNIDENTIFIED SPEAKER: But starting all over
6 again.
7 MR. MARTINEZ: Right.
8 UNIDENTIFIED SPEAKER: And you know, the
9 process of, you know --
10 MR. MARTINEZ: And --
11 UNIDENTIFIED SPEAKER: -- acquiring another
12 home.
13 MR. MARTINEZ: Found out that in the housing
14 market today, that investors are buying almost every home
15 found on the market, and within two or three days, because
16 they have the funds to do that. We don't. We have to go
17 through financing and everything.
18 And then they say, well -- they don't want
19 to hear about your problems. They said, just show me you
20 can do it. And that's really hard. And if the market
21 keeps going up, when you do buy our house, we won't be
22 able to afford another one.
23 Also, another thing is, that meeting that we
24 went to, the first one, we were only allowed to write down
25 a sentence, a question. One question. I wrote down,

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Code	Issue	Response
4	**Public Involvement**	Public comments are a vital component in the decision-making process. Public comments have been solicited from project inception and through key milestones in the environmental impact statement process. The interests and needs of the public, along with all other social, economic, and environmental issues and impacts, must be fully analyzed and included in the Draft and Final Environmental Impact Statements. Comments made during development of the Draft Environmental Impact Statement have been used to adjust plans, explore new questions, or make changes—all within the scope of the National Environmental Policy Act. Public comments received on the Draft Environmental Impact Statement were reviewed and addressed in the Final Environmental Impact Statement. Public comments received on the Final Environmental Impact Statement will also be considered and addressed as appropriate. More information about the entire public involvement process up to publication of the Draft Environmental Impact Statement is available in Chapter 6, *Comments and Coordination*, of the Final Environmental Impact Statement.

Code	Comment Document

5

"What are you going to pay for our homes?" I was told fair market value at the date of acquisition. There is no fair market value in this market. And that's what irritates me the most.

If they had told me, here, we'll buy your house three years ago, I would have made out like a bandit. Everybody did. But no, not anymore. Now it's, you're going to lose big time. That's the market value. And to me it's just -- I'm venting, because I have nothing else. Nothing I can do.

UNIDENTIFIED SPEAKER: The thing is, is when they voted on it too, they had proposed places that they were going to put the lane -- you know, the exit lines. And then they -- so people voted on it, said, oh, yeah, that sounds fair, you know. These -- these are areas that are still out and not developed very much.

But then once they change it and move it in to, well, they're going to wipe out homes that are already established and that, that changes the whole picture. We didn't get to vote on that part, you know, as, you know, we've been told by other people that we should all -- everyone in the neighborhood should get a lawyer to represent us and -- you know. But most of the people that live in our neighborhood are probably immigrants or --

MR. MARTINEZ: Hispanic --

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Code	Issue	Response
5	**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 UNIDENTIFIED SPEAKER: Hispanic --
2 MR. MARTINEZ: -- illegals.
3 UNIDENTIFIED SPEAKER: -- illegals that have
4 come --
5 MR. MARTINEZ: And they don't want to have
6 nothing to do with a lawyer or coming, standing up for any
7 rights or anything, because they'd be removed. I stand
8 up, I go home.
9 UNIDENTIFIED SPEAKER: And --
10 MR. MARTINEZ: Well, we're stuck --
11 UNIDENTIFIED SPEAKER: -- those little
12 girls' shoes that they send -- that the mailman drops off,
13 they have like one little thing in Spanish. So they don't
14 know what the heck's going on.
15 MR. MARTINEZ: Nobody on our street's here.
16 Yeah.
17 UNIDENTIFIED SPEAKER: And there's at
18 least --
19 MR. MARTINEZ: There's my house on the
20 cul-de-sac. All right? I have a pool. It's been there a
21 while. I should re-plaster it. But I'm not going to
22 invest money to do that and have ADOT come and tear it
23 down, you know. We wound up painting it. And that cost
24 us $440 just to paint it. But it's something that has to
25 be done rather than --

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Code	Issue	Response

(Comment codes continue on later page)

Code	Comment Document

1 UNIDENTIFIED SPEAKER: We don't know how
2 far --
3 MR. MARTINEZ: -- $2,000 --
4 UNIDENTIFIED SPEAKER: -- to go with our
5 maintenance, you know, of our property.
6 MR. MARTINEZ: -- $2,000 for re-plastering.
7 So you know, like I say, I don't want to do
8 anything on it. I don't even want to cut the grass. But
9 still, we have enough pride to keep it green, you know,
10 our house nice.
11 So it's just so disappointing that nothing
12 was said before, you know, when they changed it back in --
13 what was it? -- 2009.
14 UNIDENTIFIED SPEAKER: And we did speak
15 to --
16 MR. MARTINEZ: Yeah. And nobody told us
17 till last year.
18 UNIDENTIFIED SPEAKER: We did speak to a
19 councilman at the last meeting that we attended was at
20 Cesar Chavez High School. And some of the concerns my
21 husband had, he said, oh, yeah, call my office, and I'll
22 respond to your questions. I'll talk to you, you know,
23 tell your what your alternatives are, and you know, we'll
24 see what we can do to help you.
25 We left -- called, left messages. He never

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Code	Issue	Response

(Comment codes continue on next page)

Code	Comment Document

1 returned our call, never made an effort. Didn't even send
2 a note in the mail or -- or anything to that point, you
3 know. So that doesn't really look good as far as trying
4 to reach out to get --
5 MR. MARTINEZ: Yeah. Anybody we've talked
6 to has not responded. No back contact.
7 There was even a reporter there from I think
8 the Mesa Tribune, 'cause it was on the south side where
9 the meeting was. And she gave me her card. She never
10 responded, you know, to say anything about it.
11 But I'd like to know, is there anybody here
12 in this building that I can talk to about this here?
13 "ADOT Buying Some Houses in Freeway Path, Ahwatukee." I
14 don't live in Ahwatukee. But still, I'd like to talk to
15 somebody, tell -- have them tell me go to hell or, you
16 know, forget it. You don't make enough money. You never
17 did. Your house isn't worth anything.
18 UNIDENTIFIED SPEAKER: And we were -- heard
19 that there's -- I mean, I heard that there was some type
20 of hardship case -- I guess they would consider certain
21 people, property, whatever. They don't specify what --
22 MR. MARTINEZ: Yeah.
23 UNIDENTIFIED SPEAKER: -- constitutes a
24 hardship case.
25 MR. MARTINEZ: Well, here's a --

2

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Code	Issue	Response

Code	Comment Document

2

1 UNIDENTIFIED SPEAKER: So --
2 MR. MARTINEZ: -- paragraph --
3 UNIDENTIFIED SPEAKER: -- who qualifies for
4 that?
5 MR. MARTINEZ: -- "for homeowners who
6 qualify, ADOT's hardship program is a financial godsend."
7 I don't think they ought to put God in
8 there, because every time I think about ADOT, I put god in
9 it too. And that's irritating.
10 Is there anybody that you know of here
11 that --
12 UNIDENTIFIED SPEAKER: She probably doesn't
13 know. She's just taking down our -- our gripes.
14 Even our mailman, he says that he's
15 concerned, because he says that means his route -- because
16 on that -- on the route, it's going to take out two
17 apartment complexes also. So he says that all the houses
18 that he services on our street all the way to 59th Avenue,
19 which is maybe, what, a quarter of a mile, something like
20 that, about 50 houses there, and then two sets of 350
21 tenants in the apartment buildings, those are going to be
22 gone. So he says that his workload will be cut. And
23 there's no way he can -- and that means cutting his hours
24 and his income.
25 So you know, he was very concerned about it,

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Code	Issue	Response

Code	Comment Document
1	and he doesn't even live there. So it's not that it just affects people on our street and... I mean, we know that it's for the betterment of the whole community, but where they've placed it -- if anybody's driven down the I-10 west or come into Phoenix from the stack at the 101 on, they know it's gridlock, you know, in the mornings and late afternoons and stuff. So why not put it out farther before all that bogs down right there? MR. MARTINEZ: They already -- UNIDENTIFIED SPEAKER: You know? MR. MARTINEZ: -- bought the land for 59th. UNIDENTIFIED SPEAKER: Well -- MR. MARTINEZ: This is -- UNIDENTIFIED SPEAKER: Put something else there. MR. MARTINEZ: This is February 2010. And it shows where the -- it's going to go from -- this is 59th. And it's already showing that they already bought the land there. It's not like something new. And this is back in 2010. UNIDENTIFIED SPEAKER: Supposedly they were just trying -- MR. MARTINEZ: Yeah. UNIDENTIFIED SPEAKER: -- trying to still Page 28 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response

Code	Comment Document

6

1 get it settled with the --
2 MR. MARTINEZ: Why didn't they have this
3 meeting back in 2009, when they were going to make up
4 their minds and they did? You know, instead of having it
5 three years later. Well, guess what? We're going to have
6 a meeting. It's already -- the decision's already been
7 made. So don't bother coming. And that's the feelings I
8 have it.
9 And I thank you for listening to my rant and
10 rave. I had to vent.
11 MR. GOULD: All right. I'm willing to give
12 my name. Doesn't matter. My name is Dave Gould,
13 G-o-u-l-d. I live on 2422 East Mountain Vista Drive,
14 which is off 24th Street. If you get off Chandler and go
15 down 24th, take a left immediately, I'm the fifth house
16 in.
17 So now I'm -- I have a couple of real big
18 issues. Got a lot of issues, really.
19 Coming from one of the cleanest states in
20 the union to one that does not have good air control, as
21 we all know, pollution control, because you're in this
22 valley, it's just going to be even worse where we are.
23 And the noise pollution, the air pollution from the diesel
24 trucks is just amazing that will be coming.
25 Now, this gentleman over here with the

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Code	Issue	Response
6	**Public Involvement**	In November 2005, three 8-hour public meetings were held throughout the Study Area to obtain public input on the alternatives for the proposed freeway. During the meeting, people were able to review maps with aerial photography of the proposed alignments, speak one-on-one to the Arizona Department of Transportation Right-of-Way Group representatives and engineering and environmental staff, and attend a presentation and question-and-answer session (see page 6-14 of the Final Environmental Impact Statement). In February 2010, the Arizona Department of Transportation hosted a public information meeting at Sunridge Elementary School to discuss the shift from the W55 to the W59 Alternative. The purpose of this meeting was to inform area residents about the change that had been approved as part of the revised *Regional Transportation plan* (see page 6-21 of the Final Environmental Impact Statement).

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 7/23/13 INCOMING CALL TIME: 4:58 PM CALLER: JOHN MARTINSON CALLER ADDRESS: 6038 NORTH 52ND PLACE, PARADISE VALLEY, ARIZONA 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: Build the South Mountain Freeway
Date: Thursday, May 23, 2013 1:49:16 PM

From: Dominic T. Mascia [mailto:Dtmascia@sundt.com]
Sent: Thursday, May 23, 2013 1:33 PM
To: Projects
Cc: info@buildthe202.com
Subject: Build the South Mountain Freeway

1 I feel that moving forward with the 202 South Mountain Freeway would not only help create jobs but it would help reduce congestion. It not only gives interstate traffic an alternative to traveling through downtown but help reduce traffic on most of the other freeways in the system. By taking traffic off of arterial roadways will help reduce air pollution caused by idling vehicles and reducing trip times. By construction this roadway and giving the valley's freeway system more capacity it will also help draw business and residents to the valley.

The project has been approved by voters in Prop 400 and will help keep the local economy moving the in the right direction and create job. Please keep the project moving forward and help the valley to say a great place to live.

Thank you,

Dominic

SUNDT
Dominic T. Mascia, Employee Owner
Office: 480.293.3216
Fax: 480.293.3507
Cell: 602.206.9276
dtmascia@sundt.com
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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: 05/15/13 INCOMING CALL TIME: 9:19 AM CALLER: GERALDINE MASK CALLER ADDRESS: 4621 S. 19TH STREET, PHOENIX, AZ 85040 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Comments on DEIS for proposed South Mountain Freeway
Date: Monday, July 22, 2013 8:40:33 AM

FYI

From: Patti Mason [mailto:pkm6@cox.net]
Sent: Saturday, July 20, 2013 5:52 PM
To: Projects
Cc: PARCtheSMF@aol.com
Subject: Comments on DEIS for proposed South Mountain Freeway

July 20, 2013

TO: South Mountain Study Team
Arizona Department of Transportation (ADOT)
1655 West Jackson Street, MD 126F
Phoenix, Arizona 85007
projects@azdot.gov

As a citizen of Phoenix, a resident of Ahwatukee, a voter, and a member of Protecting Arizona Resources and Children (PARC), I am writing to state my opposition to the proposed expansion of Loop 202/South Mountain Freeway (SMF), and urge the ADOT to NOT BUILD on Pecos Road. (1)

In the intervening years since the project was first approved in 1985, the community of Ahwatukee was allowed to grow and expand to become a thriving neighborhood in Phoenix, with excellent schools that attracts new residents, and a good place to raise families.

When the original funding and support for this project dissipated, the project should have been scrapped, and a new plan should have considered the growth of Maricopa County since 1985, with developments to the south such as Queen Creek. Pecos Road is no longer the southern extreme of the region, but rather one of three major avenues through Ahwatukee with schools, homes, and churches bordering it.

The transportation needs of Phoenix, given the rising pollution levels in this city with increased EPA warnings and rising costs of fuel, would be better served by the implementation of a north-south light rail. The EPA has previously said that federal transportation funds could be withheld if Arizona cannot meet acceptable air quality standards, determining that pollution spikes cannot be attributed to simply dust storms: (2) (3)

"Arizona currently is not meeting the national standard for particulate matter, PM-10 (one-seventh the width of a human hair). Major concerns for human health from exposure to PM-10 include: effects on breathing and respiratory systems, damage to lung tissue, cancer, and premature death. The elderly, children, and people with chronic lung disease, influenza, or asthma, are especially sensitive." (*Phoenix Business Journal*, May 25, 2010). Add the blasting of South Mountain, the bedrock blasting on the E-1 "alternative" identified by the ADOT, in the construction of the freeway itself, and the subsequent vehicular pollution, and you have a recipe for increased health risks, health costs, decreased federal funding, and overall decrease in quality of life itself. (4) (5) (6) (7)

Moreover, "a 2008 study of Maricopa County by the Arizona Department of Environmental Quality and Arizona State University found a correlation between elevated amounts of particle pollution and asthma-related absences at nearby schools." (*Ahwatukee Foothill News*, February 18, 2010.) At least three schools are within 500 meters of the proposed freeway route on Pecos Road. Not only does the proximity of the proposed freeway to homes and schools create a health risk for schoolchildren and residents, but the nature of the topography in the community itself could affect how the air pollution generated from the (3) (8)

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**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted 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	**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.
4	**Health Effects**	
5	**Air Quality**	The contractor submits 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 Draft Environmental Impact Statement page 4-115). Blasting is avoided if standard earthmoving equipment can be used.
6	**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.

(Responses continue on next page)

Code	Comment Document
	freeway stagnates between South Mountain and the Estrellas.
9	The passage of Proposition 400 in 2004 for a Regional Transportation Plan was not a mandate to continue this ill-fated project. At the time of the vote, the advertising and messaging to the voters was largely about the light rail system. Voters approved the funding for new transit systems, improvements to existing roads, and construction of new freeways. But the Loop 202 extension was presented as under study with various alternative routes, and with alleged discussions with the Gila River Indian Community (GRIC).
10	This citizen was informed, upon phoning the ADOT, when contemplating moving to Ahwatukee in 2002 that the proposed freeway project from 1985 would have to be re-envisioned if funding became available, given the growth of the community, and it was anticipated it would be relocated further south on land belonging to the GRIC. Only later, did I learn that at that time GRIC would not even allow their land to be surveyed or studied for this purpose. In retrospect, this seems to have been ADOT wishful thinking spoken as fact. As we are all aware, various negotiations did begin and stop with GRIC, and they have voted for a no-build option, an option not offered to the citizens of Phoenix in their advisory groups.
11	Their opposition, like ours, reflect concerns not only about pollution but also destruction of ancestral and sacred land.
12	While then Phoenix Mayor Gordon was on record (at the ADOT website) as lauding the infrastructure ensured by Prop 400's passage, he is also on record as saying that he did not support the Pecos Road alignment. (*Ahwatukee Foothill News*, March 9, 2007). There has never been a mandate for the construction of Loop 202 on Pecos Road, and yet, it continually is presented as the only possible route.
13	Other alternatives such as the SR 85/I-8 truck bypass are dismissed in the Draft Environmental Impact Statement (DEIS) as not meeting "the proposed action purpose and need as a regional transportation network." This is a wanting explanation of its elimination from consideration; empty words to fill the pages.
14	While the DEIS discounts the idea that the proposed South Mountain Freeway will be a truck bypass, or alternative to the Canamex route, there are no proposed restrictions to prevent trucks from Mexico, with high-sulfur diesel from choosing this route past schools and homes.
15	There is also no serious discussion in the DEIS about hazardous waste accidents resulting from an accident on the proposed freeway. The layout of Ahwatukee itself – "the world's largest cul-de-sac" – means that any evacuation necessary would be difficult to execute. Will trucks carrying hazardous cargo be rerouted? There is certainly no discussion or plan for this contingency.
11 16	This freeway will be destructive to the Ahwatukee community, to the sacred South Mountain (of the O'odham tribes) and the generally beloved South Mountain in the largest urban park nationally. It will be a financial disaster as well as an environmental one. MAG's insistence on building this boondoogle will result in the allocation of regional funds to purchase expensive homes in Ahwatukee for destruction and in costs to blast the mountain, with other projects going unfunded.
17	The DEIS notes, in response to feedback for more light rail, that "no funds are available or anticipated to support a combined system through the Study Area." Despite the public's approval of a regional transit plan, the "plan" cannot consider light rail because it has allocated all of its funding toward implementing the outdated freeway.
3	Not only alternative alignments, but alternative uses of transportation monies to meet the region's infrastructure needs have all been eliminated here in order to present this project as something that is inevitable. It is not.
18 2	The impact will not only be this community—in terms of increased noise and air pollution, risks of greater environmental disasters with unregulated truck traffic, and loss of tax revenues with home, church, and business destruction, lowered property values of remaining homes, and increased crime—but have effects on the entire region.
19 20 21	Those who voted for a regional transportation plan may have believed that other areas of the region would also be well served, as opposed to one area being ill-served. Solutions to the traffic congestion, for instance, in the Broadway Curve area, would be better found in engineering projects wisely addressed by civic planners than in a truck bypass in Ahwatukee. Not only would the community of Ahwatukee be blighted by the extension of 202, the entire region would suffer the consequences of this ill-spent
22 17	allocation of the transportation funds. Taxpayer funding will be wasted, as ADOT and MAG continue to push for 25-year old plans to be implemented, with no forward-looking planning.

Code	Issue	Response
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).
8	**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.
9	**Alternatives**	Funding for continuing study of the proposed action was part of Proposition 400 and has resulted in the Final Environmental Impact Statement. Consideration has been given in this continuing study to alternative routes and to potential opportunities to site the South Mountain Freeway on Gila River Indian Community land. However, siting the proposed freeway 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.
10	**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.
11	**Cultural Resources**	
12	**Alternatives, E1 Alternative**	
13	**Purpose and Need, Truck Bypass**	
14	**Trucks**	
15	**Hazardous Materials**	

(Responses continue on next page)

Code	Comment Document
23	Suggestion for a depressed freeway instead of an at-grade rolling profile to possibly reduce some of the noise and visual impacts were quickly dismissed, primarily due to cost factors. In other words, there is not sufficient funds to protect the neighborhood through improved engineering plans, to do the job right. The suggestion that there would be more residential displacements is not contrasted against whether the residents whose homes are saved to front an at-grade rolling freeway would perhaps have rather been spared this atrocity. And, the final piece of "logic" offered by the DEIS that even with a depressed
24	freeway, there would still be visual and noise impacts that would require mitigation is not an argument for the rolling profile, but for a no build option!
25	The proposed rolling profile would limit the access necessarily, and one proposed elimination would be at 32nd Street. This would serve to increase traffic on Liberty Lane, already congested in school opening and closing hours, to enable transportation to these schools. The schools and houses "saved" by the cost-cutting measures for freeway construction would suffer greatly.
3	Conclusions drawn concerning "2035 traffic conditions" in the DEIS are based on faulty reasoning as well. To suggest that nonfreeway alternatives would "capture only a small percentage of the capacity deficiency" does not consider that the alternative could be the wiser use of scarce resources to fund light rail and other forms of transportation that do not rely upon the one person-one car formula now that
2	congests our regions and ensures more and more air pollution advisories. Rather this argument can only envision a future that is exactly like the present, and the Loop 202 would just be another congested area to further depress the living quality for Phoenix. Surely, the creators and perpetrators of the 1985 plan will have moved on by 2035, and we can only hope that the civic planners in 2035 are not left with a terrible mess to try to rectify.
24	The No Action alternative is included in this DEIS, unlike in the Citizen's Advisory Group discussions, only because NEPA requires the comparison of alternatives. Again, the logic employed for assessing the impacts of No Action assume that No Action means only not building the freeway, and not the use of the funds for the freeway to be used for alternative means of transportation to meet future needs. The argument that other transportation planning might need to be reassessed if this plan is not implemented is a circular argument, in which one is being told that no action is "inconsistent" because MAG and ADOT intend to build this freeway. The No Action option, a misnomer that should be written as "No Build" does "not satisfy" MAG's and ADOT's needs to implement this out-of-date plan. We do not need this lengthy document to understand this much.
11 16	Similarly, in the discussion of the impact of the proposed freeway on the cultural and historical resources, while it is admitted that all build options will cause negative impacts, and the "No Action" alternative leaves these undisturbed, the DEIS is quick to point out that "continuing urban development from projected growth in the Study Area" could result in losses as well. That's like telling the jury in a murder trial that if a murder victim had not been killed by the defendant, he might have been hit by a car anyway trying to get away.
	Although the DEIS has as ADOT's mission "to provide a safe, efficient, cost-effective transportation system that links Arizona to the global economy [Mexican truck traffic?], promotes economic prosperity, and *demonstrates a respect for Arizona's environment and quality of life*" [my italics added], this project to extend the Loop 202, the South Mountain Freeway, fails miserably on all counts. The demonstration of respect would be laughable, indeed, if it were not such a serious threat to the residents of this area.
	Sincerely,
	Patricia Mason
	16833 S. 24th Place
	Phoenix, AZ 85048

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Code	Issue	Response
16	**Section 4(f) and Section 6(f)**	
17	**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.
18	**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.
19	**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 4-54 and would, given all tax revenues for the City of Phoenix, "be nearly inconsequential."
20	**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.)
21	**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.
22	**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

Code	Issue	Response
23	**Design**	Depressing the proposed Pecos Road sections would entail installation of pump stations to drain the main line freeway. A depressed freeway would also need a drainage channel to capture the off-site flows to prevent their entering the freeway. Pump stations were not used because of the high cost of construction and maintenance needed for their operation. The preferred freeway configuration would have the E1 Alternative aboveground and the existing culverts extending to pass the 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. This would ensure that there would be no adverse flooding impacts on adjacent properties. (See Draft Environmental Impact Statement pages 3-15 and 3-18.) To reduce impacts by depressing the proposed freeway in the Eastern Section, the Arizona Department of Transportation would: · need to spend an additional $400 million for right-of-way acquisition and construction · displace an additional 300 residences · maintain additional pump stations and detention basins for the life of the freeway · observe noise-related impacts requiring mitigation (i.e., noise barriers and their associated costs and visual impacts) Because the belowground option would result in substantially greater costs and residential displacements, this option was eliminated from further study.
24	**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.
25	**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).

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Comments on DEIS for SMF
Date: Monday, July 22, 2013 8:49:15 AM

FYI

From: Hugh Mason [mailto:Hugh.Mason@asu.edu]
Sent: Sunday, July 21, 2013 1:44 PM
To: Projects
Cc: PARCtheSMF@aol.com
Subject: Comments on DEIS for SMF

Dear ADOT:

I am a citizen and resident of Phoenix and the Ahwatukee area, and Associate Professor at Arizona State University School of Life Sciences. I am writing to ADOT regarding its draft environmental impact study (DEIS) for the South Mountain freeway (SMF). I would like to register my strong opposition to the building of the SMF. I am a member of Protecting Arizona's Resources and Children (PARC), and fully support its efforts to prevent the building of SMF. I have great concerns about the DEIS, as presented below.

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One of my main concerns is that the DEIS greatly underestimates the impact of the SMF on the air quality for residents living nearby. The DEIS minimizes the potential pollution that will be caused by trucks burning diesel fuel, especially those coming from Mexico having fuel that is poorly regulated and high in contaminants like sulfur. The DEIS suggests that the "truck bypass" route on I-8 and SH-85 will be preferred by truckers. However, this route is substantially longer than the proposed SMF, and is thus unlikely to be viewed as economically feasible. Due to the geographic features along the E1 Pecos road corridor, concentration of the vehicle emissions is likely to compound toxicity issues in this area. The extreme proximity of several schools to the E1 route puts a huge number of children at risk of health problems due to air pollution.

7 8

The E1 route would require massive cuts in the ridges of South Mountain on the west side. This action is unfeasible for two main reasons. All of the Native American tribes in the area consider South Mountain to be sacred, and the proposed action would desecrate the land. Although that reason alone is enough to abandon the plan, another factor is more important to most of us: air quality. The blasting required for the SM ridge cuts (and other cuts along the E1 route) would generate huge amounts of airborne particulate matter. The fine dust generated by construction (especially PM10 particles that can be inhaled deeply) will produce respiratory problems for people in the area. Moreover, it will threaten federal funds for transportation that require control of air quality. Maricopa County has had great difficulty maintaining PM10 standards, and the construction of the SMF would certainly make it more difficult, if not impossible.

9 10 6

11

The DEIS makes dire predictions for adverse effects on the regional economy if the

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	**Trucks**	
3	**Purpose and Need, Truck Bypass**	
4	**Alternatives**	Choosing to travel on the proposed freeway versus Interstate 10 would not produce substantial travel time benefits. Therefore, it is expected that "true" through truck traffic (not having to stop in the metropolitan area) would continue to use the faster, designated, and posted bypass system of Interstate 8 and State Route 85.
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	**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.
7	**Section 4(f) and Section 6(f)**	
8	**Cultural Resources**	
9	**Construction**	The contractor submits 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 Draft Environmental Impact Statement page 4-115). Blasting is avoided if standard earthmoving equipment can be used.

(Responses continue on next page)

Code	Comment Document
12	"no action" option is chosen. However, we must remember that the SMF plan was first proposed more than 25 years ago, when fuel was relatively cheap and few people saw any problem with continuation of the freeway transportation paradigm. Data on climate change and greenhouse gases in the atmosphere have steadily accumulated over the years, to the point that it is obvious that we need a transportation paradigm shift in order to address the problems we face. We must reallocate most of our resources away from freeway construction and invest them in technologies that will minimize adverse environmental effects. I strongly advocate light rail expansion throughout the valley. Thus, not building the SMF should not be called "no action", because there are other actions that can be funded with the resources.
13	I strongly urge the ADOT to abandon the SMF plan and intensify studies of other transportation options that are more environmentally friendly. Sincerely, Hugh S. Mason

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Code	Issue	Response
10	**Safety and Health**	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).
11	**Economics, Socioeconomics**	From the Draft Environmental Impact Statement, page 4-57: "Depending on which action alternative might be implemented—if any—travel time savings estimated through 2035 would range from $3 billion to $3.3 billion (in 2010 dollars); furthermore, approximately 15 million hours of travel time would be saved annually. Conversely, under the No-Action Alternative, substantial travel time savings in hours and dollars would not be realized." Property tax revenues retained by not converting existing land uses to a transportation use would be nearly inconsequential for a city the size of Phoenix. (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 4-54 and would, given all tax revenues for the City of Phoenix, "be nearly inconsequential.")

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
12	**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)].
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
1	**From:** Projects **To:** ADOT **Subject:** FW: Build the South Mountain Freeway **Date:** Wednesday, May 15, 2013 3:14:06 PM **Attachments:** image003.png **From:** Alisa E. Master [mailto:aemaster@sundt.com] **Sent:** Wednesday, May 15, 2013 3:00 PM **To:** Projects **Cc:** info@buildthe202.com **Subject:** Build the South Mountain Freeway Please keep improving transportation infrastructure in Phoenix metropolitan area to help alleviate the national-joke-traffic-congestion in the Baked Apple! **Alisa Master, Employee Owner** Sundt Construction, Inc. Office: 520.750.4651 Fax: 520.750.4414 Mobile: 520.237.2325 aemaster@sundt.com *Please consider the environment before printing documents.* 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	Johnnie Mata Document Created: 6/20/2013 9:04:43 AM by Web Comment Form This freeway is a must build section of roadway. It would help with the traffic in the downtown area. We have waited to long to get this project started.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Loop 202
Date: Wednesday, May 22, 2013 10:53:40 AM

From: Tom and Sharon Mattern [mailto:azmattern@cox.net]
Sent: Tuesday, May 21, 2013 4:31 AM
To: Projects
Subject: Loop 202

I would like to comment on Loop 202.
I live in Ahwatukee and use the trails on South Mountain frequently.
It would be tragic for Phoenix to ruin the largest city park in the country.
There is no reason to use Pecos road when Riggs road is a better solution.
The mountain would not be affected if Riggs was used thus drastically reducing the environmental impact to our city. Government is suppose to protect our open spaces not run freeways through them.
Many groups such as the girl and boy scouts use South Mountain as a valued open space which gives us a place for our younger population to experience nature and learn how to protect it. It would be a disgrace if the city of Phoenix destroys the park.
Why isn't there a feasibility study on using Riggs road?
Should it not be an obligation of the city to do this feasibility before destroying a city park?
Is the city not obligated to maintain the park for the future use of its citizens?
When the park was dedicated do you think the people that worked so hard to preserve that space wanted it used as a highway?
PLEASE STOP THE EXPANSION OF LOOP 202 onto Pecos Road.
Move the highway to Riggs Road.
Please provide me with confirmation that you received my email.

Sharon Mattern
12618 South 38th Street
Phoenix, AZ 85044

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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.
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, 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

5011

1 MS. MATTERN: This is Sharon Mattern and
2 I just don't want to see the park destroyed. It's
3 used by the Boy Scouts and the Girl Scouts and many
4 other groups, Indian guides and the apprentice
5 movement, and it's one of the largest city parks in
6 the nation and I would really like it not to be
7 destroyed with the highway cutting right through it
8 or to the side of it or to the bottom of it.
9 I think Riggs Road should be relooked at
10 as an alternative. The road already goes to 51st
11 Avenue. It would be a better alternative for
12 everyone.
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Page 25

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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.
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.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Proposed 202
Date: Tuesday, May 14, 2013 9:35:56 AM

From: Jen Matthews [mailto:jengal2116@yahoo.com]
Sent: Monday, May 13, 2013 7:55 PM
To: Projects
Subject: Proposed 202

ADOT,

1 2 3 4 5

Please take a serious moment to consider how our children will be effected by the proposed 202. I fear the possible threats of spills from large transportation trucks could cause serious health issues. The pollution will take away from the beautiful South Mountain that we enjoy taking bike rides, hikes and walks on many days and nights a week. Its a real shame for my husband and I to even contemplate that we will have to uproot our family and the home we've loved and made memories in because of the drastic landscape change that will leave nothing behind to be desired. Ahwatukee will see a huge decline in home ownership and small businesses. There is more to this freeway than meets the eye.

Jen Matthews
Phoenix home owner

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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	**Air Quality**	
3	**Health Effects**	
4	**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).
5	**Economics, Socioeconomics**	There is no evidence that the proposed facility would cause people to leave the area. The regions' benefits would remain, and improved access to residences and businesses would make them more desirable.

Code	Comment Document
1, 2, 3, 4, 5, 6, 7	Jen Matthews Document Created: 6/13/2013 2:00:17 PM by Web Comment Form I am writing in regards to the proposed 202. I fear the possible threats of spills from large transportation trucks could cause serious health issues. The pollution will take away from the beautiful South Mountain that we enjoy taking bike rides, hikes and walks on many days and nights a week. No to mention the health of my family. Its a real shame for my husband and I to even contemplate that we will have to uproot our family and the home we've loved and made memories in because of the drastic landscape change that will leave nothing behind to be desired. Ahwatukee will see a huge decline in home ownership and small businesses. There is more to this freeway than meets the eye. I hope ADOT can see that the freeway is apposed due to the allignment on Pecos road and if it was moved closer to Riggs, it would be a no brainer.

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	**Air Quality**	
3	**Health Effects**	
4	**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).
5	**Economics, Socioeconomics**	There is no evidence that the proposed facility would cause people to leave the area. The regions' benefits would remain, and improved access to residences and businesses would make them more desirable.
6	**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.
7	**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

Jen Matthews
16654 S. 27th Drive
Phoenix, AZ 85045

June 10, 2013

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

Dear ADOT or To Whom It May Concern:

1 2 3 4 5 6 7 8 6 9

I am writing in regards to the proposed 202. I really fear the possible threats of spills from
large transportation trucks (especially those coming from Mexico that do not abide to the low sulfur diesel) could cause serious health issues. The quality of air that my family will breath will take a dramatic fall and sacrifice our health on a constant, daily basis. The pollution will take away from the beautiful South Mountain that we enjoy taking bike rides and walks on many days and nights a week. It's a real shame for my husband and me to even contemplate that we will have to uproot our family and the home we've loved and made memories in because of the drastic landscape change that will leave nothing behind to be desired. Ahwatukee will see a huge decline in home ownership and small businesses. I also fear that the community and schools will be exposed to more common areas (South Phoenix) and our crime rates will inevitably grow. One of the reasons we purchased a home in Ahwatukee was the seclusion, low crime and community feel. This too, will be dramatically different. There is more to this freeway than meets the eye. I hope ADOT can see that the freeway is opposed due to the alignment on Pecos road.

Sincerely,

Jen Matthews
concerned homeowner

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	**Purpose and Need**	
3	**Trucks**	
4	**Health Effects**	
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	**Economics, Socioeconomics**	There is no evidence that the proposed facility would cause people to leave the area. The regions' benefits would remain, and improved access to residences and businesses would make them more desirable.
8	**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.
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
1	Claude Mattox — Document Created: 5/21/2013 5:24:14 PM by Web Comment Form This freeway segment was part of the original 1985 Freeway proposal that was approved by the voters of Maricopa County. Due economic pressures and political favors the process we are now experiencing has been delayed. This freeway needed to be built twentty years ago, as everyone expected. The quagmire now has to do with a lack of political will to move forward. It is not about one community of Phoenix, nor about the adjacent Gila River community, it is about the entire transportation system of Maricopa County and all the residents of the county. As we voted in 1985, this freeway needs to be built to save time, fuel and to accomodate the future growth the valley and this area will continue to experience.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Loop 202 freeway
Date: Monday, May 20, 2013 8:22:06 AM

-----Original Message-----
From: Del May [mailto:del4mc@aol.com]
Sent: Monday, May 20, 2013 6:22 AM
To: Projects
Subject: Loop 202 freeway

1 Please build the loop 202 extension through the South Mountain region. While I no longer need to commute to work via I-10, the community really needs this highway.

Thank you
Delbert May
Sent from my iPad

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW:
Date: Monday, May 20, 2013 8:26:48 AM

From: deborah mayfield [mailto:sweetd_31315@yahoo.com]
Sent: Saturday, May 18, 2013 8:25 PM
To: Projects
Subject:

1 We need to have the 202 freeway built here in South Phoenix. Sine I have lived here I noticed that there has been no effort put into this community unlike Chandler, Mesa and Gilbert. What is the problem...

Deborah

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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: 3:27 PM CALLER: ROBERT MCATEE CALLER ADDRESS: 4327 E. CHOLLA STREET, PHOENIX, ARIZONA PHONE: 602-368-9323 EMAIL: **CALLER REMARKS/QUESTIONS:** I do support the freeway. I think it would sure help the congestion on the existing I-10 West and serve everybody well and also help the local economy. You can confirm this if you like by calling me. Thank you very much. Goodbye.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

4207

add additional comments, in the very next room to my right are court reporters. You are welcome to go and provide any and all comment that you want in that process as well. This is for an open comment. It is not a Q&A with the panel. They are here to listen to your comments, but they are indeed comments.

So at this point, we'd like to go ahead and get started. And we have one pre-registered person who has arrived, and that person is Maxine Lakin.

MS. McCARDY: No, I'm first.

THE FACILITATOR: I'm sorry. Joanne McCardy will go first. And as you see your name in the queue, you're welcome to come up to each microphone, so we'll get started.

So, Joanne, if you would like to get started, please.

MS. McCARDY: While I can't present a video, I would like to do an audio. (Audio of sirens being played.) This is the sound of first responders trying to get to the scene of an overturned tanker along the Pecos truck bypass involving four students on the way to school. It's also the sound of the fire trucks trying desperately to get to a home that's burning, but can't because it's stuck in

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Page 4

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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	**Purpose and Need, Truck Bypass**	

Code	Comment Document

1 traffic. That's the sound of emergency personnel
2 trying to get to a 911 call, but can't due to
3 traffic.
4 The sound of truck bypass will go through
5 your homes, your child's bus stops, schools, all
6 these are being diverted off the truck route due to
7 the congestion of an accident. Do you smell that?
8 You can't now, but oh, you will, the toxic fumes left
9 behind by trucks idling on roadways during an
10 accident, or just morning congestion trying to merge
11 onto another interstate. Let me remind you that the
12 "I" in I-10 stands for "interstate." If you stand on
13 the overpass at the I-10 and Chandler Boulevard, you
14 will see a constant flow of trucks traveling to and
15 from Mexico and California.
16 I have here a VHS tape and an eight-track
17 tape. Do you remember back about 25, 30 years ago,
18 when these were used? Do you still use them today?
19 Do you still have the devices that play these? Do
20 you remember when the State had this crazy idea about
21 building a truck bypass along the Pecos Road
22 alignment about that same time? Well, let me tell
23 you what's happened in that time since that idea. A
24 beautiful community was formed, houses and churches
25 were built. Some people call it, at least the tax

Page 5

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Code	Issue	Response
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	Trucks	

Code	Comment Document

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9

1 collectors call it "Phoenix," but the people of
2 Ahwatukee call it "Ahwatukee," house of your dreams.
3 My question is now, over 30 years since this crazy
4 idea was proposed, do you want to destroy houses and
5 crush people's dreams? Why hasn't anyone in the 30
6 years come up with a better solution? Why isn't
7 State Route 86, which connects to the 8 and then to
8 the I-10, being considered as an alternate route?
9 This truck route will have an increasing crime rate
10 in the area, and that's a given fact.
11 If you think the government was negligent
12 in helping the banks instead of the people in tanking
13 property values in 2008, wait, you haven't seen
14 what's going to happen if Arizona representatives are
15 ready to flush their real estate values down the
16 toilet. We can rename it "Ahwatoilet" and "Latrine,"
17 because both of these places will be worthless places
18 to live if this truck bypass is built.
19 In closing, my heartfelt prayers go out
20 to the citizens of Oklahoma who were devastated by
21 the tornados yesterday. The federal government
22 should be allocating funds like rebuilding
23 communities like that. The State of Arizona should
24 be ashamed and embarrassed to take money from the
25 federal government to build what they consider truck

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Code	Issue	Response
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	**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.
8	**Neighborhoods/ Acquisitions**	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.
9	**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 (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

10
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1 routes. If you stand here and tell me that the plan
2 all along, and the State knowingly and willingly let
3 these houses and churches be built so it can collect
4 taxes, in the meantime, all knowing that you're going
5 to take federal government money and to use this,
6 shame on you.
7 Let's just say someone had an idea 30
8 years ago, it wasn't created, and no one longer
9 wanted it. In fact, something has already been in
10 its place and it's called a community
11 THE FACILITATOR: Excuse me, Ms. McCardy,
12 you've gone through the three-minute time period.
13 MS. McCARDY: I have 22 seconds.
14 THE FACILITATOR: No, you've gone over.
15 MS. McCARDY: Oh, it's going up? One
16 last thing. I urge you to find another solution and
17 talk of this as a mistake of your predecessors by not
18 acting on it 30 years ago like they should have.
19 THE FACILITATOR: Thank you, Ms. McCardy.
20 Is Maxine Lakin here?
21 MS. LAKIN: Yes.
22 THE FACILITATOR: Did I pronounce the
23 name properly?
24 MS. LAKIN: Yes.
25 THE FACILITATOR: Thank you.

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Code	Issue	Response
10	**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.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 05/14/13 INCOMING CALL TIME: 2:16 PM CALLER: STAN MCCARTEE CALLER ADDRESS: 2709 N. NEBRASKA STREET, CHANDLER, AZ 85225 PHONE: 480-892-7708 EMAIL: **CALLER REMARKS/QUESTIONS:** Hi. I do support the South Mountain Freeway. Thank you. Goodbye.

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: 1:53 PM CALLER: DEBORAH MCCARTHY CALLER ADDRESS: 16235 N. 162ND AVE., SURPRISE, ARIZONA PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I'm in favor of the South Mountain freeway project.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**From:** Corey McCarthy **To:** Projects **Subject:** Loop 202 DEIS Comment **Date:** Tuesday, July 23, 2013 8:21:50 PM AZDOT, I believe the Loop 202 has far reaching consequences beyond that of just the DEIS. While the DEIS addresses the issues of air quality, wildlife, and noise pollution it seems to fall short in addressing the issues it will cause in the surrounding community. I have recently moved to the Phoenix area, in particular, Ahwatukee because I received several recommendations. I chose this area because it was supposedly one of the best in the valley. I am DEEPLY REGRETFUL that I have chosen to live in PHOENIX. I plan to move from the area as soon as practical due to this project. C. McCarthy

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).

Code	Comment Document

1 JOANN MCCARTY: The one thing I did want to
2 mention was, regarding Proposition 400 -- and the
3 officials constantly say, back in 2004, Proposition 400
4 was voted in for this freeway. However, Proposition 400
5 included the extinction of the light rail, it included
6 regional bus routes, it included new dial-a-ride buses
7 and stops and it included improved bus stops, including
8 pull-out shelters.
9 It was not necessarily the freeway or truck bypass on
10 route 202 for the continuation of that proposed loop, as
11 it is a 30-year old idea that should never be built.
12
13 DANIELLE SPRING: I'm a part of the community
14 river of the Gila community. I live in District 6 in
15 the village of co-op. I live on 67th Avenue and
16 Elliot and I am appalled by the loop 202 extinction
17 being pursued through the South Mountain. I don't
18 believe the EIS has proper address on this freeway. I
19 don't even see that they are acknowledged as living
20 there, even though we have lived there for thousands and
21 thousands of years before Christ was born -- our people
22 have lived there.
23 We are not a tribe that was relocated though the
24 "Trail of Tears" or anything like that. We have always
25 lived here. We were created here. We have always been

Page 2

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Code	Issue	Response
1	**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.
2	**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

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 Am very concerned about the proposed loss of agriculture. As a 3rd Generation AZ, growing up with cotton
Citrus
Cattle
where are these industries going to be replaced. This loss of industry must all be considered in long-term economic impact. We are losing our diversity.

Optional

Name M M Ehesney Email marventura1@aol.com
Address 625 N 11th Ave
City Phx State AZ Zip 85007
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	**Agriculture**	Congress enacted the Farmland Protection Policy Act to minimize the extent to which federal programs contribute to unnecessary and irreversible conversion of farmland to nonagricultural uses and to ensure that federal programs are administered in a manner that, to the extent practicable, is compatible with State and local governments and with private programs and policies to protect farmland. The environmental impact statement process has adhered to the stipulation set forth in this Act. Urbanization in the Maricopa Association of Governments region has been occurring for years and will continue to do so with or without the proposed freeway (compare Final Environmental Impact Statement Table 4-2, on page 4-3, with Table 4-4, on page 4-7; see also Final Environmental Impact Statement page 4-161). For instance, much of the land along the Preferred Alternative in the Western Section is already slated for commercial and industrial uses.

Code	Comment Document
1	JAMES MCDANIEL Document Created: 6/21/2013 12:55:36 PM by Web Comment Form "NO" ON THE 202 EXTENSION Please add me to the tally of people who DO NOT want the 202 extension to be built. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: NO Loop 202 through Ahwatukee
Date: Friday, June 21, 2013 11:23:24 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: Jim McDaniel [mailto:jimmcd_az@yahoo.com]
Sent: Friday, June 21, 2013 10:43 AM
To: Projects
Subject: NO Loop 202 through Ahwatukee

1 2 3

I am sending this email to indicate to whomever is involved in making the possible extension of the 202 aware that I am another "NO" vote.
For a myriad of reasons (e.g. noise pollution, air pollution, destruction of part of South Mountain), I am strongly against running a freeway though Ahwatukee.
Please add my name to the tally of those opposed to the freeway extension.
Thank you,
Jim McDaniel

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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	
3	Section 4(f) and Section 6(f)	

Code	Comment Document

From: Sierra Club on behalf of Ann Mcdermott
To: Projects
Subject: Comments in opposition to South Mountain Freeway
Date: Wednesday, June 05, 2013 1:49:13 PM

Jun 5, 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 Please maintain the integrity of South Mountain Park.

Sincerely,

Ms. Ann Mcdermott
261 W Maya Dr
Litchfield Park, AZ 85340-4653
(623) 584-3088

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)**	

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Freeway route
Date: Friday, May 10, 2013 10:10:37 AM

From: Evelyn McDonald [mailto:emcdonald613@q.com]
Sent: Friday, May 10, 2013 10:00 AM
To: Projects
Subject: Freeway route

1 When this freeway was 1st planned the west valley was not as built up as it is today. Using old plans it not realistic as this was done with the I-17 and look at the mess it has turned out to be. You want to dump 140,00 cars as day into the busiest part of I-10 west. You will be creating the same nightmare the I-10 has at the Tempe curve or the I-10, I-60 interchange had. This freeway should not to connect prior to the 101. The 303 would be even better if the real intent is to move the traffic around Phoenix and the busy spots of the valley. Someone need to check out the fast growing southwest valley.

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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	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/17/13 — INCOMING CALL TIME: 11:01 AM CALLER: RONALD DAVID MCDONALD — CALLER ADDRESS: 4140 NO 78TH STREET, APT. 2229, SCOTTSDALE, AZ 85251 PHONE: 480-948-9626 — EMAIL: **CALLER REMARKS/QUESTIONS:** I want to leave a comment about the EIS Environmental Study draft on the South Mountain Freeway. I am very much in favor of the west 101 Alternative because of the continuity with the freeway system. I think this is extremely important and West 101 Alternative makes sense. I've spent over 4 decades working in transportation planning up and down the west coast and here in Phoenix and so I would very much like to have my informed opinion expressed in favor of the West 101 Alternative. Thank you so much for taking my comment. Thank you for taking this message. I hope the comment is meaningful and accepted by you. Goodbye.

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: South Mountain Freeway
Date: Tuesday, April 30, 2013 8:53:43 AM

From: Jim McDuffie [mailto:jim.mcduffie@hotmail.com]
Sent: Friday, April 26, 2013 3:10 PM
To: Projects
Subject: South Mountain Freeway

Dear AZDOT;

1 I am FOR the South Mountain Freeway project. I want to see it go forward. I live in Laveen and feel the freeway would be good for Laveen and good for the State.

Jim McDuffie
6026390640
5612 West Euclid Ave
Laveen

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

1

1 JAMES MCDUFFIE: I am all for the new
2 freeway. I really want to see it going forward, and the
3 sooner the better.
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Page 2

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

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: 202 South Mountain.
Date: Monday, May 20, 2013 8:41:50 AM

From: Randall McGaugh [mailto:randallmcgaugh@aol.com]
Sent: Friday, May 17, 2013 7:17 PM
To: Projects
Subject: 202 South Mountain.

1 I travel through central Phoenix each day I go to work. With traffic flowing I can make my trip in about 40 minutes.(early morning hours) I believe the 202 South Mountain freeway will allow that commute during heavy traffic instead of the 60 minutes of stop and go traffic. (5 PM) I also believe that will eliminate many accidents that occur in heavy traffic. There is so much traffic that flows between the stack and the mini stack that eliminating any traffic from downtown will be a good decision. I know there are many concerns about building this extension. I thank you for you efforts to move this project forward.

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Amanda McGennis Document Created: 5/21/2013 8:35:29 PM by Web Comment Form Jobs, Jobs, Jobs... Its what the region needs and what the Loop 202 South Mountain Freeway can deliver if given the green light to proceed. Unemployment in Arizona has remained unchanged for the last 3 months and stagnant for the last 3 years. Building the Loop 202 South Mountain Freeway will create approximately 30,000 new jobs, generate 2 billion dollars in local goods and services throughout the life of the project breathing new life into a region that has been slow to come back after the recession. The Loop 202 South Mountain Freeway will provide congestion relief, reduce travel times across the valley and assist in improving the overall air quality of the region. It has been voter approved twice, once in 1985 and again in 2004. Its time to start building and stop talking about it.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Loop[202 South Mt
Date: Monday, May 20, 2013 8:27:08 AM

From: Robert McGinnis [mailto:rmcginnis2002@yahoo.com]
Sent: Saturday, May 18, 2013 8:05 PM
To: Projects
Subject: Loop[202 South Mt

1 Folks
I want to add my voice to those in support of the 202 South Mt bypass. Phoenix should be a friendly place for those who come to stay or visit, as well as those passing thru. This addition to our freeway system will help both.
Thanks
Robert McGinnis
Chandler, AZ

Bob McGinnis: rmcginnis2002@yahoo.com

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Patrick McGrath
To: Projects
Subject: South Mountain Freeway
Date: Sunday, May 26, 2013 10:54:50 AM

1

i live just off Pecos and 40th Street, across from the Park and Ride. I am in favor of the freeway being built, and I wish you would get moving on it. I lived in Tucson until 2001, when I came to Ahwatukee. Tucson has in my opinion the worst system of getting around town as any I've lived in, and that includes most of my life in Chicago. One of the reasons is that although they wanted growth, and tried consistently to lure businesses there, they go on and on about protecting the desert, and don't want the traffic, blah blah blah. So here they are with one freeway that skirts one end of town. If you want to get across town, you have to drive their terribly crowded surface streets. They are an embarrassment to midsize to large metropolitan areas.

I say build the freeway where it's the most economical. Do your best to make it look nice. Put a nice big sound wall up alongside it, but get it done. We need the benefits it will bring. Yes, there will be some downside to the aesthetics of our neighborhood, but if we allow growth without a decent way to get around we'll end up just like Tucson.

Patrick McGrath

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: 2:55 PM CALLER: BARBARA MCGRATH CALLER ADDRESS: 12027 S. 46TH STREET, PHOENIX, AZ 85044 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I would like to leave a message that I am in support of the South Mountain Freeway. We need that freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Sierra Club on behalf of Kimberlyn McGreall
To: Projects
Subject: Comments in opposition to South Mountain Freeway
Date: Monday, May 27, 2013 1:14:12 PM

May 27, 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.

We don't need another freeway!

(2) (3) 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 a HIGH SPEED RAIL between Tucson and Phoenix.

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) (5) 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.

(6) (7) 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.

(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.

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

Sincerely,

Mrs. Kimberlyn McGreall

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
	3435 E Arroyo Chico Tucson, AZ 85716-5814 (520) 299-5521

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
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 05/13/13 INCOMING CALL TIME: 2:38 PM CALLER: TOM MCCAY CALLER ADDRESS: 9406 E. SUNRIDGE DRIVE, SUN LAKES, AZ 85248 PHONE: 480-802-4379 EMAIL: **CALLER REMARKS/QUESTIONS:** Please register my vote for the South Mountain Freeway project. Thanks.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Sierra Club on behalf of Roger Mckee
To: Projects
Subject: Comment in Support of South Mountain Freeway
Date: Monday, May 27, 2013 10:15:38 AM

May 27, 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.

This freeeway should have been built twenty years ago,
Traffic on Interstate 10 between the two points where the South Mountiain Freeway will intersect it is extremely heavy, with congestion, accidents, and air pollution from cars moving slowly and inefficiently along the I-10.

The new freeway will reduce air pollution and traffic congestion, and will ultimately improve the quality of life with shorter drive times.

The Sierra Club and some other groups opposing the freeway would like to eliminate freeways and roads and go back to the "greener days" of horseback and bicycles.

WE have wasted millions "studying" the need for an impact of the freeway, while anyone who understands transportation or urban planning can tell you we need this transportation corridor yesterday!

Sincerely,

Mr. Roger Mckee
6542 N 7th Ave
Unit 29
Phoenix, AZ 85013-1154
(602) 864-3369

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.

Code	Comment Document

From: Sierra Club on behalf of Ross Mckenzie
To: Projects
Subject: Comments in opposition to South Mountain Freeway
Date: Wednesday, June 12, 2013 3:07:10 AM

Jun 12, 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 vehicles fill the "uncongested" areas this freeway would

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

Sincerely,

Mr. Ross Mckenzie
3298 E Foothills Dr
Apt C
Sierra Vista, AZ 85635-4289

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: Projects
To: ADOT
Subject: FW: PRO 202
Date: Wednesday, May 22, 2013 10:54:01 AM

From: McKinley, Staci [mailto:Staci.McKinley@usairways.com]
Sent: Tuesday, May 21, 2013 10:13 AM
To: Projects
Subject: PRO 202

1 I am pro 202 (and extending the light rail to {at least} 27th Ave ☺)!

Staci McKinley
Sr. Analyst, Sales and Marketing Finance
US Airways

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: NO on South Mountain 202 Freeway!
Date: Wednesday, May 22, 2013 10:54:33 AM

-----Original Message-----
From: Karen McMaster [mailto:ksminphx@aol.com]
Sent: Monday, May 20, 2013 7:34 PM
To: Projects
Subject: NO on South Mountain 202 Freeway!

1 2 3 4 5 6 7 8

As an Ahwatukee resident for 22 years, we have known about the possibility this freeway could be built but are definately opposed to the construction of the South Mountain 202 freeway along the Pecos alignment. We currently have good air quality and all the truck traffic will pollute our clean air and hazardous materials will be transported past our community. A grade school will back up to the freeway where children will be playing and breathing the air. Not to mention the church and hundreds of homes that will be torn down thus the loss of property taxes. Ahwatukee Foothills is already a big cul de sac and if construction of this freeway commences, it will cripple the community with the loss of Pecos as a route out of the community.

We recommend this freeway NOT be built at all.
Thank you.

Sent from my iPad

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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	**Air Quality**	
3	**Hazardous Materials**	
4	**Health Effects**	
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	**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	**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 4-54 and would, given all tax revenues for the City of Phoenix, "be nearly inconsequential."
8	**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.)

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 05/13/13 INCOMING CALL TIME: 3:58 PM CALLER: MARY MCMENEMY CALLER ADDRESS: 1704 W. HARVARD AVENUE, GILBERT, AZ 85233 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the South Mountain Freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Larry McMillan
To: Projects
Subject: Suggestion gor the 202 West Freeway
Date: Tuesday, June 04, 2013 6:54:43 PM

Greetings,

Suggesting—

1 Taking the present S. 101 Freeway from the connection point with the S. 202 (at Pecos Rd)---Continue the 101, along Price, - South---angling South-West using open lands to the Riggs Road and then along Riggs Rd (west) across Hwy 10 (at Riggs Rd.)—Continuing West along Riggs Rd. to the Estrella Mountains, in the South Levine, AZ area----Tunnel West through the Estrella Mountains to the West Side and Continue (NW) Along the Estrella Mountains Northward to connect with the present 303 at Hwy 10.

This would Route a good share of the East-West Trucking Traffic as well as Traffic period--- from the South and West-- and Bypass Phoenix connecting to Hwy 10 at the Riggs Rd Exit area and or the western 303 areas.

This would take care of the Sun Lakes Areas, Southern Chandler, Gilbert and any traffic that would want to connect to the West side of Phoenix or Bypass if wanted.

It would eliminate the costly inhabited areas that are now settled between the South Mountain and the Estrella Mountains and also eliminate the already overcrowded traffic problems from downtown Phoenix to the 303 areas.

A costly Tunnel, of course, but the Job creation, etc. and etc. could be offset with a "Toll Road" suggestion---

I believe Phoenix already has a company that provides Tunnel Boring Equipment?

2 The Indian Land would have to be of concern, but here again the Benefits to

Code	Issue	Response
1	**Alternatives**	The alternative suggested in the comment 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. Most of the alternative suggested in the comment would be located on Gila River Indian Community land. The Gila River Indian Community has not given permission to study in detail an alternatives on its land. Therefore, tribal sovereignty must be considered. 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. Tunnelling through the Sierra Estrella would result in significant impacts and the cost would be of an extraordinary magnitude. For similar reasons as identified for the Riggs Road Alternative and the Interstate 10/State Route 85 Alternatives, the suggested alternative would not meet the purpose and need for the proposed action (see page 3-9 of the Final Environmental Impact Statement). For all of the reasons above, the suggested alternative would be eliminated from further study.
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
	"Everyone" could be a factor? Many mixed feelings with the proposals so far and I'm sure also here as well, but maybe worth the "thought"? Thanks for the consideration and Much Hope for us All Sincerely, Larry McMillan 480-7256-0906 Or E-mail at Lmcmillan6@cox.net

Code	Issue	Response

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Loop 202 South Mountain Freeway
Date: Tuesday, July 16, 2013 10:41:21 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: Deborah McMillion [mailto:deborah@hotelmidnight.com]
Sent: Tuesday, July 16, 2013 10:36 AM
To: Projects
Subject: Loop 202 South Mountain Freeway

Comment on the Draft EIS and Preferred Alternative selection

1 2

I would hope that the idea of chopping off the end of the South Mountain Preserve would be so onerous that no one would sanction it. There is a better solution to leaving that as our legacy. That a freeway is more important than the value of having that left intact. It is not just the Gila River Indian Community, it is all who live here, who moved here to be near that view and who honor preserving it that way.

Thank you,
Deborah McMillion
homeowner in Ahwatukee for 25 years/Arizona for 54 years.

3524 E. Verbena Drive
Phoenix 85044

_____

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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.
2	**Cultural Resources**	

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 05/14/13 INCOMING CALL TIME: 10:27 AM CALLER: CYNTHIA MCNALLY CALLER ADDRESS: 7817 W. ENCINAS LANE, PHOENIX, AZ 85043 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** My husband and I support the freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Andrew McNeish Document Created: 7/21/2013 10:34:44 PM by Web Comment Form I am a concerned Ahwatukee resident and would like to see that the South Mountain Freeway is stopped. If that is not possible I believe it should be routed south of the Gila Reservation.

Code	Issue	Response
1	**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

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

From: Carolann [puppyluv@mcqcrew.com]

Sent: Thursday, July 18, 2013 09:57 AM Eastern Standard Time

To: Petty, Karla (FHWA); AZscheduling@flake.senate.gov; contactus@phoenix.gov

Subject: NO to LOOP 202 alternatives 59th Ave/ 63rd ave & 71st Ave

To Whom it may Concern:

1 I am writing this to oppose the Loop 202 expansion at 59th Ave/63rd ave (as well as at 71st Ave.) This may be your preferred route but it certainly is NOT mine. I live in Laveen on 65th Drive and do not want a freeway in my front yard.

My husband and I moved to our little slice of Heaven ,Laveen in 2001 little over a year after we moved here we got married, and most of our neighbors came to the wedding.Since than we have been to other neighbors' (or should I say, our extended family) weddings, birthday parties, barbeques, house warming parties, Thanksgiving, Christmas, Halloween and sadly funerals.

Our neighbors welcomed us with open arms. We could not have been happier, and have paid it forward ever since. We wave to folks that drive through, we welcome new neighbors. We all know one another, and we look out for one another in this neighborhood.We liken our selves to "Mayberry." If one lives in Laveen you are very lucky and thankful.

2 3 4 5 6 7 8 9 We do not want ADOT to build a freeway through our neighborhood. We do not want to see some of our "family" lose their homes, or have a freeway in their front/back yards. We have grass and trees, birds, livestock, horses, frogs, dogs, cats...you name it we have it... (Wild & domestic) We do not want to lose our natural habitat, nor do we want to see any of the animals and plants (there are many of both) loose (lose) their natural habitats. Our air will be polluted (even more than it is now) our water in the well & river bottom may be destroyed, or irrigation (we have water rights that are very unique & we are grandfathered) will be no longer. Our yards will be desimated, more natural habitats will be completely destroyed. Our green grass and trees will die. We moved out here for the country atmosphere, the green grass & trees. Horses & cattle graze upon the grass. The crime rate will increase, (studies show crime always goes up in the close proximity of a freeway)as well as our noise pollution & light pollution will be horrible & unbearable.

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	**Neighborhoods/ Communities**	The Laveen Village area is anticipated to have a built-out population of over 105,000 (see Final Environmental Impact Statement page 4-5). This proposed level of development places increasing demand on the road network. The City of Phoenix's General Plan for Laveen Village has designated areas along the proposed freeway for commercial development that cannot support the projected densities without implementation of the proposed freeway. Without the proposed freeway, the conversion of land from undeveloped and agricultural uses to residential, commercial, and industrial land uses would likely continue, placing a greater demand on surface streets (see Final Environmental Impact Statement page 4-14).
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.
4	**Air Quality**	
5	**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
4 10 11	We as a community enjoy our peace and quiet, our skies with the visible stars, no roaring cars on a freeway, or threat of hazmat material polluting our air and water. The fear idea of a freeway blasting right by our homes and charter school is terrifying, unthinkable, unimaginable!! It wasn't in the documents of the house plat that any freeway was imagined for this area or we would not have purchased our home here.
12	ADOT did an "environmental study" years ago and did not think there would be an impact on our community. Since when does ADOT conduct these studies? This is a conflict of interest!Two different LLC's are trying to buy votes/signatures for $2000.00 to the let them build this freeway, sounds like a bribe to me. We are also aware that the Canadian/Mexican truck route could be part of the trucks coming through and that is quite a concern to us, more trucks and extremely hazardous materials. The Mexican government doesn't requirethe inspections that USA trucks are required to have for safety and proper labeling of contents. The Sierra Club has done studies and can prove that their would be an impact on this community. The animals (including humans) and plants would suffer tremendously.
13	There is NO need to put (force) this freeway right through our (or anyone's) neighborhood.Putting people and animals at risk is not the right thing to do...not for any amount of money. Ruining our Village, our families, our lives is not acceptable. The planners and engineers need to consider another route, either go farther west and find ways to avoid ruining homes, or DO NOT build. When we found Laveen, we fell in love with this Village, as we drove through this beautiful area people waved to us as we passed by and dogs wagged their tails. We drove through Laveen for over a year looking at homes wishing some day we could be part of this paradise.One wonderful day we went to an open house (just for kicks) and knew we belonged. We bid on the house and since that day our dreams came true we got the house! We belong!
	NO on the LOOP 202 Expansion at 59th Ave/63rd AVe Alternative...And No at 71st Ave as well...NO!!!!!!!
	Please hear our very concerned voices!
	Sincerely,
	Carolann McQueary

Code	Issue	Response
6	**Surface Water**	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 (see Final Environmental Impact Statement pages 4-118 through 4-120). Impact acreage would be calculated. Section 404 of the Clean Water Act establishes a program to regulate the discharge of dredged and fill material into waters of the United States, including wetlands. Activities in waters of the United States that are regulated under this program include fills for development, water resource projects (such as dams and levees), infrastructure development (such as highways and airports), and conversion of wetlands to uplands for farming and forestry. The U.S. Army Corps of Engineers administers the Section 404 program. Washes, streams, rivers, and wetlands delineated as waters of the United States, or jurisdictional waters, by the U.S. Army Corps of Engineers are regulated 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. Each future residential, commercial, and local and county transportation development resulting in impacts on jurisdictional waters is subject to Sections 401 and 404. 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 to ensure that permit conditions and mitigation measures 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. Canals that connect to jurisdictional waters downstream are also considered jurisdictional waters. Impacts on canals would be calculated and addressed in a Section 404 permit if an action alternative were to become the Selected Alternative (see Final Environmental Impact Statement pages 4-118 through 4-120). Drainage plans would be completed to minimize impacts on drainage facilities. The impact on canals would be mitigated by pipe conveyances under the freeway.
7	**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.
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.
9	**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)

Code	Comment Document
	I hope I helped. Leslie

Code	Issue	Response
10	**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.
11	**Neighborhoods/ Communities**	Prospective home buyers 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.)
12	**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.
13	**Purpose and Need, Lack of Support**	

Code	Comment Document
1	Ed Mears Document Created: 5/21/2013 4:11:01 PM by Web Comment Form I strongly recommend building the highway with the W101 interchange at I-10. To connect the new 202 loop to I-10 east of the Loop 101 would create additional congestion on I-10 between Loop 101 and the intersection at W71 or W59. This will be as bad as the convergence of I-10 and US60, SR43 and the I-10/I-17 interchanges. The total economic impact is not clear in the study if the W71 or W59 alternatives are selected with respect the additional freeway loading on I-10 from 101 to either interchange (how much more freeway is necessary to be built on I-10 to handle this convergence?). Also, the economic impacts to the areas along W101 are not clear regarding the total property valuation increases along the corridor. A similar correlation would be the 202 San Tan and Red Mountain areas, where property within a mile of the freeway has increased in value since highway completion. Any loss of property tax revenue from takes will be offset by adjacent property value increases. Look to Chandler and their success with both Price and San Tan freeways. PLease do this project right, build one of the W101 alternatives.

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

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

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Chantal Medina Document Created: 5/21/2013 1:51:36 PM by Web Comment Form I support the 202 being built, because it will increase the community exchange from Laveen into Down town. It will make it easier for large groups of people to travel.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

4390

1 Bay State Milling Company, 421 South 99the Avenue. I
2 want to go on record fully supporting the South Mountain
3 corridor freeway with the alignment, recommended
4 alignment going down 59th Avenue. Thank you.
5 THE FACILITATOR: Thank you.
6 Reyes Medrano.
7 MR. MEDRANO: Good afternoon. Reyes Medrano,
8 I'm the City manager of the City of Tolleson at 9555 West
9 Van Buren. Mr. Burdick, good to see you, sir, it's been
10 too long.
11 We're here to accompany Mr. Frank, who is one of
12 our primary business partners and employers in Tolleson,
13 and also to issue our support for the 59th Avenue
14 alignment to intersect with the South Mountain freeway.
15 Thank you.
16 THE FACILITATOR: Thank you.
17 If you'd like to speak, please go to the
18 registration desk out front.
19 Joe Palermo.
20 MR. PALERMO: Good afternoon, gentlemen. My
21 name is Joe Palermo, I want to speak on behalf of support
22 for the Loop 202 freeway project. In my opinion, I
23 travel the I-10 corridor daily to work and it's often
24 very much a burden to me to see traffic at a complete
25 standstill and gridlock in downtown. And in my opinion,

1

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

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: 202 **Date:** Monday, May 20, 2013 8:44:34 AM --- -----Original Message----- From: Joe Mee [mailto:joemee@aol.com] Sent: Friday, May 17, 2013 5:38 PM To: Projects Subject: 202 Build it NOW 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: 05/13/13 INCOMING CALL TIME: 4:11 PM CALLER: MIKE MEETAH CALLER ADDRESS: CHANDLER, AZ PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I was just calling to give my voice that I support the freeway, the South Mountain extension. I have lived in Phoenix before. I currently live in Chandler, Arizona. I have been a resident for 30-some years and I totally support the South Mountain, not sure what it is called, the 202 extension or whatever you are calling it, but I support the freeway redevelopment expansion at South Mountain. Alright, thank you. That was it. Again, Mike Meetah, registered voter. Been in the Valley for over 40 years and I support it. Thanks. Bye.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: SG Mefford
To: Projects
Subject: South Mountain Freeway
Date: Saturday, June 08, 2013 8:32:15 AM

Dear Sirs:

I live in Ahwatukee and against the South Mountain Freeway proposed on Pecos Rd for the following reasons:

(1) 1. South Mountain Preserve means that it will be "preserved", not cut through it when you want to. This is a promise to the people. Do not break the promise.

(2) (3) 2. The pollution caused by construction and traffic will have long term negative affects on the population, especially school children near the proposed freeway.

(4) (5) 3. Your primary purpose of the South Mountain Freeway is that it will be a by-pass for I-10 and Phoenix. Build a by-pass freeway on Riggs Rd-Beltline Rd connecting to 51st Ave.

(5) 4. Do not use an obsolete proposal. Build on Riggs Rd - Beltline Rd and connect to 51st Ave.

Thank You

Steve Mefford

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	**Health Effects**	
4	**Purpose and Need, Truck Bypass**	
5	**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: Build the South Mountain Freeway **Date:** Tuesday, May 14, 2013 9:36:52 AM -----Original Message----- From: Janet Mehling [mailto:picturethis52@yahoo.com] Sent: Monday, May 13, 2013 5:58 AM To: Projects Cc: info@buildthe202.com Subject: Build the South Mountain Freeway Complete the 202 but need better public transportation system. Sent from Janet's 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

From: The Mehling Family
To: Projects
Subject: ADOT Loop 202 South Mtn Freeway
Date: Wednesday, July 24, 2013 7:02:10 AM

1 2 3 South Mountain is the largest municipal park in America; it is not a freeway, nor should it ever be a freeway. Some things are more important than catering to long-distance commuters - - - like mountains, open land, parks, Native American history and culture, children, schools, air quality, and preserving quality of life. What's next? A freeway cutting through Camelback? Through the Grand Canyon? Both of those options would save drivers time too.

When our family moved to the East Valley in 2001, a gallon of gasoline cost 99-cents. I shudder to think how low it was in 1985 when this freeway was conceived. But that is ancient history. Now we know that it is socially and environmentally irresponsible to commute long distances on a daily basis in a privately owned vehicle. We should not be catering to those who live in the East Valley and work in the West Valley, or vice-versa.

4 5 6 7 3 In the 12 years I have lived in the East Valley, I can honestly say I have never witnessed traffic congestion other than morning & evening rush hours or in the case of an accident. And even during those rush hours, I have not witnessed absolute grid-lock - - - more like a slowdown that cost 7 to 10 minutes of my time at the most. Is 7 to 10 minutes of time worth the noise, traffic, visual, and air pollution ADOT intends to wreak upon South Mountain and the Ahwatukee Foothills? NOT!

8 We all know that the biggest slow-down in the East Valley is the Broadway curve, so why doesn't ADOT focus on fixing that problem instead of creating an expensive and destructive freeway through our most pristine land?

~ C. L. Mehling

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	**Cultural Resources**	
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	**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	**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.
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).

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
8	**Purpose and Need**	In 2035, the average daily traffic on the proposed freeway is projected to range from 117,000 to 190,000 vehicles per day (see Final Environmental Impact Statement page 3-62). The estimated volume depends on location. The purpose and need for the South Mountain Freeway are not solely to relieve congestion on Interstate 10 (Maricopa Freeway). Facilitating mobility in the Maricopa Association of Governments region does not mean just relieving congestion on the Broadway Curve (see Final Environmental Impact Statement page 1-21). Among other criteria, the proposed freeway is to permit the entire Regional Freeway and Highway System to function as designed. Optimal function of that design includes completing all the segments of the Loop 202 system (see Final Environmental Impact Statement pages 3-35 and 3-37). With implementation of the South Mountain Freeway, many motorists would be able to get from Point A to Point B, a route that never included needing to use Interstate 10.

Code	Comment Document

From: The Mehling Family
To: Projects
Subject: ADOT Loop 202 South Mtn Freeway
Date: Wednesday, July 24, 2013 7:32:41 AM
Attachments: Loop 202 sex offender freeway.png

Our family calls the ADOT's proposed freeway the "Loop 202 Sex Offender Freeway". Look at the attached registered sex offender maps from the four nearest West Valley zip codes ADOT intends to link with Ahwatukee (ATTACHMENT).

1 2 3 4

So far, everyone has talked about the noise pollution, air pollution and sight pollution of the proposed freeway, and all of those will surely be a detriment to our quality of life. But no one has talked about the crime it will bring to Ahwatukee – a community that doesn't even have a local police precinct - - only a substation.

When we first moved to the Ahwatukee Foothills 12 years ago, we mapped out all of the 'crimes of opportunity' that appeared in the "Police Blotter" in the *Ahwatukee Foothills News* publication. What we found was that the vast majority of this type of crime occurred east of 32nd Street, and heavily around 48th Street. While a few criminals did venture into the foothills area west of 32nd Street, most perpetrators recognize the need for a quick get-away, which is cumbersome in a community shaped like a cul-de-sac. But now ADOT wants to flood our community with FOUR freeway entrances/exits?!?! WHY? We don't want them!!! We don't want all the felons and sex offenders from the West Valley to have quick access in and out of our neighborhoods.

5 6

People who purchased homes in the Ahwatukee Foothills are perfectly happy living in a safe, quiet, cul-de-sac community. We are perfectly willing to drive 4 miles or more to the nearest freeway. We are perfectly satisfied with the thought that our community is not a thoroughfare between two destinations. THAT'S WHY WE LIVE HERE.

7 8 5 9 4

Sure, ADOT is going to purchase all the homes and businesses that need to be destroyed to build this ill-conceived freeway, but are they going to compensate the rest of us for our significant losses in property values and quality of life? Are they going to ensure the safety of our children and our homes? Are they going to foot the bill for the substantially larger police presence that will be required?

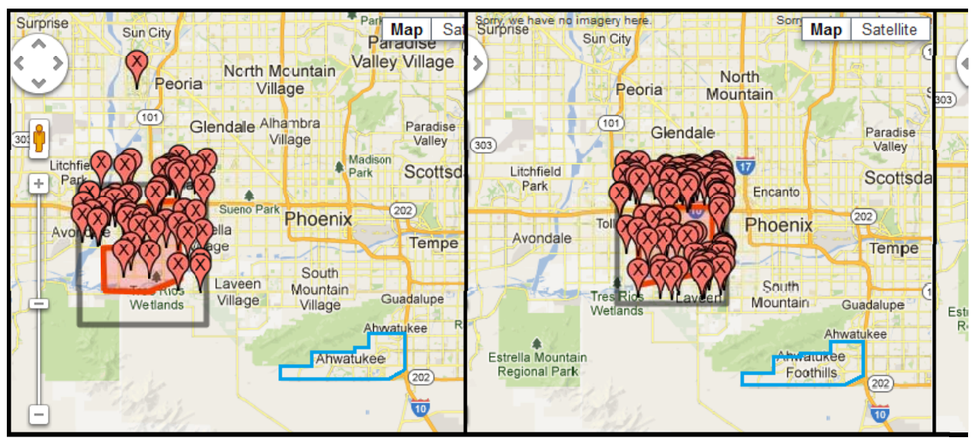
10 11 12

This freeway plan is antiquated, irresponsible, and unnecessary, but if you can't put the money to better use on a more relevant plan, such as mass transit, then at the very least, remove all those freeway entrances and exits from our community!

Sincerely,
Ed, Carin & Marina Mehling

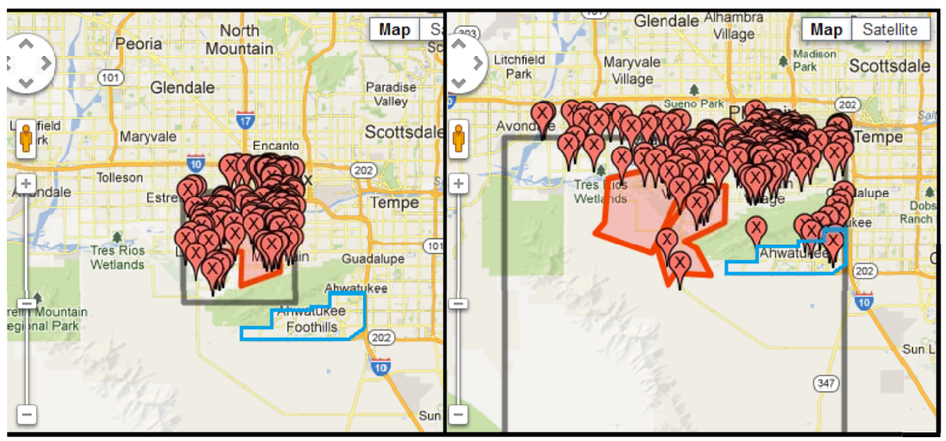
Code	Issue	Response
1	**Noise**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Air Quality**	
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	**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**	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	**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	**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
9	**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.
10	**Purpose and Need, Old Plan or Use of Old Data**	
11	**Alternatives, Gila River Indian Community Alignment**	
12	**Design**	The locations of the planned traffic interchanges were determined in coordination with the City of Phoenix. The current plan balances the need to minimize impacts on the adjacent community with the need to provide acceptable access to the region's transportation system.

Code	Comment Document



Code	Issue	Response

Code	Comment Document

From: C. L. Mehling - RedRox Condo
To: Projects
Subject: ADOT Loop 202 South Mtn Freeway
Date: Wednesday, July 24, 2013 8:02:16 AM

I am from the Bay Area and my husband is from San Diego. We witnessed, first hand, that additional freeways do not alleviate traffic congestion – quite the opposite. One only has to look at Los Angeles to see that freeways are NOT the answer. Transportation solutions that embrace progressive measures and frown upon long, daily commutes are most effective.

Before leaving California, we also witnessed some of these progressive measures. In San Jose, it was a Light Rail system that took people to the campuses of some of the largest Silicon Valley employers, as well as sports and concert venues. In San Diego it was the Trolley, which takes travelers to popular sightseeing destinations, downtown, and to and from the Mexican border. These were welcome and progressive improvements to the transportation system that show a good deal of forward thinking and responsibility – qualities that are severely lacking from the outdated 1985 freeway conceived by ADOT. (1) (2)

Here are some other ideas that are more up-to-date than ADOT's proposed freeway through our beloved community and municipal park:

- Expand the existing Phoenix bypass route (we know one exists because we do not take I-10 to get to San Diego). (3) (4)
- Fix the Broadway curve – it's really the ***only*** point of congestion in the East Valley. (5)
- Install more park-and-ride lots.
- Add a rapid bus at midday for people who work half-days downtown, serve on jury duty, or just want to go downtown without getting stranded until 5PM.
- Expand the Light Rail system with a North/South route (6)
- Expand mass transit service to the major employers like Intel, Honeywell, and the like.
- Work with some of the major employers in the valley about offering incentives to their workforce to limit the distance they commute, take mass transit and/or telecommute.
- Expand mass transit to the stadium in Glendale.

Lastly, I'd like to point out that in the Bay Area, no one drives to see a baseball game, football game, or concert - - - mass transit has been getting folks to and from these venues for over 30 years. I realize Arizona is only 100 years old, but surely, we can take a look around at what has and hasn't worked in other states and learn some valuable lessons?

~ C. L. Mehling

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.
2	**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.
3	**Section 4(f) and Section 6(f)**	
4	**Alternatives**	There is an existing route (Interstate 8 and State Route 85) that provides a bypass of the Phoenix metropolitan area. Signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. 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. This route continues to be available for interstate and interregional travel.
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	**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.

Code	Comment Document

From: Designs by C. L. Mehling
To: Projects
Subject: ADOT Loop 202 South Mtn Freeway
Date: Wednesday, July 24, 2013 8:03:00 AM

According to its Official Municipal Website, "[Phoenix] now ranks as one of the fastest-growing cities in the nation." The website boasts that, "Phoenix offers just about everything in the way of sports, recreation, arts, culture, dining, lodging and financial opportunities." But what wasn't mentioned?
Phoenix Sky Harbor International Airport is the fifth busiest in the world for passenger traffic, takeoffs and landings, handling more than 36 million travelers. The $600 million expansion of the Phoenix Civic Plaza is meant to position Phoenix as a top destination for 85 percent of all conventions. But what glaring inconvenience could potentially impede those rosy projections and all those travelers?
What is conspicuously missing from the 5th largest population in the U.S. that would actually enhance business, tourism, and property values while reducing the congestion on our freeways, the pollution in our air, *and* our dependence on foreign oil?
More freeways??? NO! Mass Transit!!!
Bringing freeways, air pollution and crime into our neighborhoods, butchering the largest city park in the world and paving over land held sacred by native cultures is ***not*** something to boast about! It ***won't*** legitimize Phoenix as a 'real' city, and it ***won't*** perpetuate our 3 major industries of high-tech manufacturing; tourism; and, construction. But mass transit ***is***, ***can*** and ***will***. It's the only answer that resolves ***all*** the issues and the only responsible way for ADOT to spend our tax dollars.
Sincerely,
The Mehling and Pierce Families of Ahwatukee

1 2 3 4 5

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	**Air Quality**	
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	**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	**Cultural Resources**	

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: AHWATUKEE SOUTH MOUNTAIN FREEWAY
Date: Wednesday, July 10, 2013 3:06:09 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: Pete Meier [mailto:petemeier@cox.net]
Sent: Wednesday, July 10, 2013 2:42 PM
To: Projects
Subject: AHWATUKEE SOUTH MOUNTAIN FREEWAY

1 A LOT OF US IN AHWATUKEE HAVE BEEN WAITING FOR THIS FREEWAY FOR A LONG TIME (SINCE 1985) LET'S BUILD IT ALREADY !!! I'M SO TIRED OF THE TREE HUGGERS AND INDIANS BATTING THIS AROUND. ENOUGH ALREADY BUILD IT AND HOOK INTO THE REST OF THE VALLEY'S TRANSPROTATION SYSTEM. PETE MEIER 602-690-3361.

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	

From: Projects
To: ADOT
Subject: FW: south mountain freeway study:Comments
Date: Wednesday, May 22, 2013 10:56:30 AM

From: Geogana Meiner [mailto:laveenchic@yahoo.com]
Sent: Monday, May 20, 2013 4:30 PM
To: Projects
Subject: south mountain freeway study:Comments

Ok, for those of you that don't seem to know it, the land along the 59th alignment has mostly been purchased, there is bed rock (foundation) for a bridge crossing at 59th and the river. Where the W 101 alt (River is very wide there and more sand and river rock then bed rock) and the 71 alt will have a lot of homes that it will displace, schools businesses ...the 59th alignment was the original route that was planned, go back to it, it will be the cheapest and best route....We knew 20 years ago that it was the best route. we need a south loop to both sides of I-10, it will ease congestion and make life and the traffic problems on Baseline Road better, no backups on Baseline from about 6:30 am to 8:30 am and 6:00 to 7:00 pm between 19th Ave to 67th Ave Monday through Friday....We have paid for the land, there was a reason they bought it...How about we do something right and get it built Now.....

Georgana Meiner
6426 W. Baseline road
Laveen, Arizona, 85339

"Beware of a woman who can read, she can think too!"

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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. The growth created by this road outway the negative impact. This can only improve the neibochoods. Create more jobs. WS9 +E1

1

Optional

Name NATALIE MELL 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)

ADOT 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.

1 The W59 and E1 Alternatives will relieve congestion, provide additional jobs, and bring growth and development to the effected regions. This is a great idea!

Optional

Name Natalie Mell Email nmell93@gmail.com

Address 1332 W Topeka Dr

City Phoenix State AZ Zip 85027

Phone 602-561-0875 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	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 7/23/13 INCOMING CALL TIME: 10:55 AM CALLER: ERNEST MELLOWS CALLER ADDRESS: 753 E. GLACIER DRIVE, CHANDLER, ARIZONA 85249 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I approve on the South Mountain freeway expansion.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: 202 **Date:** Monday, May 20, 2013 8:29:24 AM --- -----Original Message----- From: emellum@cox.net [mailto:emellum@cox.net] Sent: Saturday, May 18, 2013 11:33 AM To: Projects Subject: 202 WE SUPPORT THE BUILDING OF THE 202. ERNIE AND CAROL MELLUM _____ 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: Sierra Club on behalf of Sybil Melody
To: Projects
Subject: Comments in opposition to South Mountain Freeway
Date: Monday, May 27, 2013 11:44:07 AM

May 27, 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 charm of Arizona is the wide open vistas - not freeways. 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 3 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 7 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.

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

Sincerely,

Ms. Sybil Melody
PO Box 321
Jerome, AZ 86331-0321
(928) 639-0158

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: Projects
To: ADOT
Subject: FW:
Date: Wednesday, May 22, 2013 10:54:10 AM

From: George Mendez [mailto:geo_m33@yahoo.com]
Sent: Monday, May 20, 2013 9:43 PM
To: Projects
Subject:

1 As a lifelong resident of the Phoenix area, I have seen the city grow to a huge metropolis. Unfortunately, the freeway system has never kept pace with the rapid growth. The 202 needs to be completed as do other freeways to meet the demand of all residents and visitors. Please hear the voices of those who drive on our roads and lets build the 202. Thank you.

George Mendez

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

Estudio de la Autopista
South Mountain
LOOP 202

2013

Reporte Del Impacto Ambiental
FORMULARIO DE COMENTARIOS

Gracias por participar en el proceso de recopilación de comentarios sobre el Reporte del Impacto Ambiental del proyecto de la autopista South Mountain.

ADOT alienta a todos los interesados, a presentar sus comentarios por escrito sobre cualquier aspecto del Reporte del Impacto Ambiental. ADOT considerará todos los comentarios en la preparación final de este reporte e incluirá las respuestas a todos los comentarios, conclusiones finales sobre impactos potenciales, y la recomendación final de ADOT.

Para ADOT es muy útil recibir comentarios sobre:

- Alguna alternativa en particular, cúal sería su impacto ambiental y las medidas propuestas para reducir dicho impacto.
- Cualquier información que usted sienta que está incompleta o incorrecta.
- Cómo le afectará a usted la acción propuesta.

Los comentarios deben ser recibidos o tener el sello postal con fecha límite del 24 de julio de 2013.

1 The population is growing in Arizona and traffic will get much worse. It's time to build the South Mountain Loop 202. It's time to connect all the east and west valley cities. It's also important for job creation and it will bring much needed development to the South Mountain area and Laveen

Opcional

Nombre Feliafa Mendoza Correo Electrónico lopezmdz@yahoo.com

Dirección

Ciudad Estado Código Postal

Teléfono 602-535-6169 Fax

Los comentarios deben ser recibidos o tener el sello postal con fecha límite de Julio 24,2013. Los comentarios pueden ser depositados en la reunión de hoy, enviados por correo electrónico a projects@azdot.gov **o por correo regular a :**
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

PARA MÁS INFORMACÓN:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Feedback re South Mountain Freeway
Date: Monday, June 24, 2013 9:03:42 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: Sarah Menne [mailto:smenne777@cox.net]
Sent: Saturday, June 22, 2013 7:50 PM
To: Projects
Subject: Feedback re South Mountain Freeway

1 I have lived in Ahwatukee for 29 years and was told we'd have a freeway south of S. Mountain when my family originally moved into this area. It's about time we finally built it! With the growth in the Valley and the way traffic is congesting during rush hour, this additional freeway is absolutely necessary. While I'd prefer to "not" have the added pollution a freeway brings, Phoenix is growing and I know of few other major cities who do not have a freeway circling the City so cross-state travelers can avoid downtown areas, especially during rush hour traffic. I'll never forget missing the circle around Houston, TX and getting stuck in their downtown rush hour traffic, making my trip almost an hour longer on the way from Phoenix to San Antonio and then on to Arkansas and Alabama.

2 3 I have always admired those people who live in the foothills north of Pecos who work in Phoenix for being willing to drive so far to enter Phoenix downtown or uptown from the Ahwatukee Foothills area. And I'm sure part of the willingness is the isolation of our Ahwatukee/Foothills area. I have to admit that I dread the added traffic and likely added burglaries as the area becomes easier to exit with a freeway closer.

4 5 I've seen a lot of changes in this area since 1984. And, while I understand the hesitation of homeowners who live just north of Pecos, I do not understand why the potential of moving or living so close to a freeway was not anticipated – this freeway has been in the planning stages for 30 years or longer. It should have been built 10-20 years ago. If anyone didn't want to live near the projected freeway, they shouldn't have bought homes right off Pecos. What I have never fully understood is why the City/State allowed homes to be built in the projected freeway area – homes that now must be bought and removed.

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	**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).
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	**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).
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.)

Code	Comment Document

This freeway situation reminds me of the fact that when my family moved to Phoenix in 1959, we had the only area of I-10 that wasn't yet completed for coast to coast travel. It wasn't until traffic became so terribly congested that our citizens finally voted to complete our section of I-10. I hope we are not so foolish this time and do no wait until traffic during rush hour practically stands still before we finally agree to the completion of the South Mountain Freeway.

Sarah Menne,
Ahwatukee

Pray for **Spiritual Renewal** in **America** and **Around** the **Globe**
*"The **prayer** of a righteous man is powerful and effective" (James 5:16b NIV)*

* *
"The Joy of the Lord is my Strength"

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"Jesus Loves You"

* *
It is You who light my lamp, the Lord, my God, lights up my darkness.
~ Psalm 18:28

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Code	Issue	Response

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 05/10/13 INCOMING CALL TIME: 9:41 AM CALLER: JUDITH MENTI CALLER ADDRESS: 9320 E. ARROWVALE DRIVE, SUN LAKES, AZ 85248 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** The community needs the proposed Loop 202. Thanks for this opportunity to comment.

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: 3:06 PM CALLER: CHARLENE MERCADO CALLER ADDRESS: 2429 N. 125 DRIVE, AVONDALE, AZ 85392 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I would like to voice my support for the South Mountain Freeway. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1 2 3	Mark Mercer Document Created: 7/16/2013 10:50:30 PM by Web Comment Form It has been reported that the design and construction of the South Mountain Freeway will be based on a "value engineering" approach. More specifically, the freeway will be built at or above grade. This is one of the reasons that I am opposed to the freeway. In my opinion, this will significantly exacerbate the noise that the freeway will impose on adjacent neighborhoods. In addition, the freeway traffic will be much more of an eyesore than if it were built below grade. If I am not mistaken, there are very few other sections of freeway in the valley that exist above grade when they run close to residential areas. It seems that the South Mountain Freeway planners have grossly downplayed the detrimental impact that the freeway will have on adjacent neighborhoods. I think that it would be appropriate for the freeway planners to use the same design approach for the South Mountain Freeway as they have for other recently constructed valley freeways.

Code	Issue	Response
1	**Design**	Depressing the proposed Pecos Road sections would entail installation of pump stations to drain the main line freeway. A depressed freeway would also need a drainage channel to capture the off-site flows to prevent their entering the freeway. Pump stations were not used because of the high cost of construction and maintenance needed for their operation. The preferred freeway configuration would have the E1 Alternative aboveground and the existing culverts extending to pass the 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. This would ensure that there would be no adverse flooding impacts on adjacent properties. (See Final Environmental Impact Statement pages 3-15 and 3-18.) To reduce impacts by depressing the proposed freeway in the Eastern Section, the Arizona Department of Transportation would: • need to spend an additional $400 million for right-of-way acquisition and construction • displace an additional 300 residences • maintain additional pump stations and detention basins for the life of the freeway • observe noise-related impacts requiring mitigation (i.e., noise barriers and their associated costs and visual impacts) Because the belowground option would result in substantially greater costs and residential displacements, this option was eliminated from further study.
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. A depressed freeway option was evaluated in the Final Environmental Impact Statement and is described on pages 3-15 and 4-99. Although depressing the freeway would reduce noise levels, noise walls would be needed to further reduce noise to meet the Arizona Department of Transportation noise policy. Whether the freeway is built aboveground with tall walls or belowground with shorter walls, the final mitigated noise levels would be nearly the same at nearby residences. The major disadvantage of building a depressed freeway would be the increased construction cost and the possible acquisition of additional right-of-way for pump stations and retention basins.
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.

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: Build the South Mountain Freeway **Date:** Tuesday, May 14, 2013 9:39:14 AM --- -----Original Message----- From: David Merrell [mailto:dmerrell11@icloud.com] Sent: Saturday, May 11, 2013 6:50 AM To: Projects Cc: info@buildthe202.com Subject: Build the South Mountain Freeway I fully support building this next section of the 202 freeway loop. We need to stay ahead of the population growth with our building infrastructure. Please do not sit idle and let our freeways become as congested as LA. 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 2	Lisa Metcalf Document Created: 6/30/2013 1:57:41 PM by Web Comment Form I am excited about Loop 202 South Mountain. I am just curious about the date this project will actually begin and how this route would actually affect my property. Whatever route South Mountain Loop 202 takes, I am totally supportive; even if I am displaced.

Code	Issue	Response
1	**Construction**	The record of decision is anticipated in 2014 and construction could begin as early as 2015.
2	**Design**	Aerial maps showing the proposed freeway (W59 and E1 Alternatives) are accessible through the project Web site, <azdot.gov/southmountainfreeway>.

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

INCOMING CALL DATE:	INCOMING CALL TIME:
5/15/13	6:17 PM
CALLER: STEVE METHIAS	CALLER ADDRESS: 4265 E. BLUE SPRUCE LANE, GILBERT, AZ 85298
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:
I would like to leave a message in support of the South Mountain Freeway extension. Thank you. Bye.

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 9:38:58 AM -----Original Message----- From: Carson Metzger [mailto:carsonmetzger@yahoo.com] Sent: Saturday, May 11, 2013 7:57 AM To: Projects Cc: info@buildthe202.com Subject: Build the South Mountain Freeway Lets finish this! _____ 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: Loop 202 Extension Pecos
Date: Wednesday, June 19, 2013 9:05:37 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: Brad Metzger [mailto:brad.metzger1@gmail.com]
Sent: Wednesday, June 19, 2013 9:04 AM
To: Projects
Subject: Loop 202 Extension Pecos

I have 2 questions:

1. What will be the hazardous waste policy for this section of the freeway? (1)
2. How can you be sure that the trucks coming from Mexico and Eastern U.S. who currently use the I-10/I-8/AZ85 shortcut to bypass Phoenix, will now forget that route and all trucks will use the new section to bypass Phoenix? (2) (3)

Thank You

Brad Metzger

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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	**Purpose and Need, Truck Bypass**	
3	**Trucks**	

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/17/13 INCOMING CALL TIME: 10:39 AM CALLER: GUPTON MEYER CALLER ADDRESS: 831 E. JACOBS STREET, CHANDLER, AZ PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I fully support the project of the freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1 2 3 4 5	Don Meyer Document Created: 7/24/2013 5:29:30 PM by Web Comment Form This should not be built .... as a home owner in Ahwatukee, I moved here because the air is cleaner than on north side of south mountain due to prevailing winds from southwest... This expressway will pollute the air horribly and I will sell my home and move... ALSO, $1.9 BILLION for a road that serves very little purpose ??? We have enough highways in Phoenix... Better to put those dollars into school system.... The only people who will benefit are homeowners who purposely bought homes in path of new road, knowing they will be bought by state for high dollar profit and road contractors... This is VERY sad...

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	**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.
4	**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 statewide projects nor would not constructing this facility make available additional funds for other statewide projects.
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

From: Ben Meyer
To: Projects
Subject: Thought on the highway build
Date: Wednesday, July 24, 2013 12:38:13 PM
Attachments: Highway.rtf

Thank you for asking for input. See attachment.
--
Ben Meyer
bmmeyer1974@gmail.com
@Benmeyer5

Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document
	"If we came across a mysterious cube in a forest, and I asked, "Is it good", you would not be able to provide an answer as one would not know it's purpose." Fredrich Nietzsche
1	Although I find the information related to the Highway project comprehensive, thorough and informative, I must say I stand opposed to the construction. The highway project would no doubt be a boon to the economy and in a time of a borderline depression/recession, no doubt this time among all others would be the ripest time to begin a project such as this. Although the pricetag is high, $2.5 billion (roughly $10,000 per foot of highway), it is not out of line. Recently built highways overseas and in others states cost about the same, some more, some less. The issue I take with it lies in the assertion change equals progress. Recent studies on major highway and builds overseas indicate the collosal highway designs and structures do the opposite of what one might think they do. They fracture communities, they are large god-like megolithic structures, called by the Indians 'concrete rivers' and rather than allow for a lessening of the stress involved in the daily commute, they add to the disintigration by building things rather than relationships. Recent studies of workers who while working are able to look out their window and see a natural setting versus a building indicate the worker who sees the buildings have a much higher level of stress and a much lower level of productivity. Contrary to intuitive thought, building 'things' also makes relationships harder to build. One can simply reflect on the quote, 'Men build too many walls and not enough bridges.' One might assume with the convenience of a road to get around easier, the stressors of city living might be easier to stomach, but with any creation of any thing, one must remember, other things come with it and based on what is decided, those decisions impact the lives of many others. The lessening of the uniqueness of the south side of the city would be major. Currently, Ahwatukee and maybe Paradise Valley are the only communities in the city that are quiet and removed from the hustle and bustle of the city and at night the stars can be seen sans the lights from the cityscape of Phoenix and the surrounding metropolis. This is a true treasure for those who live in these communities (myself among them), once a highway is built, one cannot build a light to shine to see the stars better, or flip a switch to darken the city lights as it were.
2	If we are interested in convenience, how about we do something about the current lack of highway from the San Tan Valley to the big city? Or, how about we compare what could be done with this money with other types of convieniences, like totally erradicating homelessness in the city? Or, ensuring every Vet has basic needs. I bet that would cost less and do alot more to increase the convienience of those across the entire state. How about we look at the companies that skirt on corporate taxes (believed to be about $1.6 trillion dollars worth), if Arizona represents 1/50th of that amount as yet uncollected, that would pay for the highway construction by itself not to mention leave the state $700 million to do other things with. Countless other things that might be better of to be done without even so much as a cost to Joe Taxpayer in fact. These are things that the posed question, "Build or not?' cannot answer based on it's premise.
3	I like very much you have illustrated the potential value and cost in dollars of a project such as this so well in advance of the current time. As part realist and part optimist, I think the benefit of about 100 other types of expenditures and energies would leave the city with a more comprehensive gameplan to alleviate inconvenience and improve the quality of living. One way might be to look at ways to develop affordable real estate in downtown Phoenix, so as to attract those who might be

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	**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 statewide projects nor would not constructing this facility make available additional funds for other statewide projects.
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. 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
	working there in 20 years, so they can live *in* the city, rather than commute from south side before worrying about the driving habits of those six years yet to be born (16 years old to drive, plus 6 years equals year 2035). I used to work in Laveen and I drove 45 minutes from Ahwatukee around the mountain to get there. I would drive twice that far, an hour and a half before I would endorse building a highway through one of the nicest towns in Arizona and perhaps the country. Thank you for the opportunity to give my input, Ben Meyer Ahwatukee Resident

Code	Issue	Response

Code	Comment Document

Robert Mickelson Document Created: 5/21/2013 2:54:44 PM by Web Comment Form

I support the construction of the South Mountain Freeway.

The decision on the South Mountain Freeway has gone on for too long - more than 25 years. I recognize that the freeway impacts different groups of people in different ways. However, any adverse impacts on nearly all of the people living on the south side of South Mountain Park could have been avoided by those very people. They knew when they chose to live there that the freeway was already planned. I also recognize that the portion of the freeway that crosses South Mountain Park impacts sacred land of some Native Americans. However, a very small portion of those lands are impacted, and it would seem that if appropriate (as discussed with the Gila River Indian Community) architectural elements that emphasize the sacred nature of the area are incorporated into the project, those impacts could be mitigated. Transit options have also been discussed. The final design of the facility should include not closing out future opportunities for developing transit in the corridor.

1 2

3

The issue of air quality is always raised by freeway development, because it fosters new development. The problem with that argument is that the Valley is destined to grow - after all the Phoenix metro area lies in the middle of the Sun Corridor. That means more travel, and this is a mobile community where people want to use their automobiles. The solution to the air quality problem lies with replacing petroleum energy with clean energy in vehicles, not allowing congestion to increase which leads to reduced air quality.

Finally, The arguments against the South Mountain Freeway are similar to those used against I-10 through Phoenix and the Piestewa Freeway. There are no complaints about those facilities today. They are seen as major positive impacts on transportation and development in the region.

In conclusion, the South Mountain Freeway is needed improve transportation in the Phoenix Metropolitan area and will positively impact many more people than it will negatively impact.

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	**Alternatives, Nonfreeway Alternatives**	

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 This proposed freeway will destroy many of the
2 aspects of my community that I value. The drive
west on Pecos Road is a pleasure right now. To
turn it into a freeway is irresponsible when
you compare the price tag to the ROI. The
pieces of the mountain behind our home provides
respite for my family. It also provides
1 unique interactions with wildlife including
coyotes that come down from the mountain. A
"quick commute" is not what I value. I value the
peace + serenity + quality of life that this
freeway will negatively impact

Optional

Name Mary Lou Miele Email mlmiele@cox.net
Address 1331 E. Redwood Lane
City Phoenix 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)

ADOT U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

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	**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: Wesley Miles
To: Projects
Subject: Draft EIS comments regarding the Loop 202 South Mountain Freeway
Date: Wednesday, July 24, 2013 4:52:32 PM

To Whom It May Concern:

I am a Gila River Indian Community (GRIC) member and resident of District 6, near Laveen, Arizona. I am of Akimel O'odham, Dine, and Apache descent. I am commenting on the South Mountain Freeway Loop 202 extension Draft Environmental Impact Statement (DEIS) as a member and representative of my immediate family, who have resided near the impact area since 1986. We strongly oppose the South Mountain Freeway, and wholly support the No Build alternative. This includes any on-reservation and off-reservation proposed alignment, past or present. We view the freeway as harmful to O'odham and Pee Posh culture, as well as the physical well-being of GRIC and surrounding communities. While we recognize the origins for this transportation route have been planned since the early 1980s, we feel low-build or no-build alternatives have never been seriously considered by the Maricopa Association of Governments or other agencies. 1 2

As a federal undertaking, it's clear ADOT has taken steps to analyze differing impacts and costs between proposed alignments, as noted in the DEIS—however this is not enough. We urge the ADOT and Federal Highway Administration to not build the South Mountain Freeway, thus preserving South Mountain as a whole, protect civil rights of Americans, and consider new alternatives (low-build ideas such as a parkway to 51st avenue or through South Phoenix). The cost of this freeway is too great, both in terms of monetary outlay and socio-cultural erosion. If transportation cost-benefits analysis suggests a freeway is needed in this area, then efforts should be put toward other projects such as additional freeway lanes on I-10, increased light-rail and bus routes, or even revisiting a freeway located in Hidden Valley. 3 4 5 6 7

Thank you for your time.

Sincerely

Wesley D. Miles

P.O. Box 148

Laveen, AZ 85339

520-233-1633

wdmiles79@gmail.com

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	**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.
5	**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.

(Responses continue on next page)

Code	Comment Document

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	**Purpose and Need**	The proposed freeway is part of the multimodal *Regional Transportation Plan* (see Final Environmental Impact Statement page 1-5 for more information regarding the *Regional Transportation Plan*). 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). The Maricopa Association of Governments, in coordination with the Arizona Department of Transportation recently completed the Southeast Corridor Major Investment Study (see <azmag.gov/Projects/>) and developed multimodal concepts for addressing transportation issues in the Interstate 10 corridor. Even with these planned improvements to Interstate 10, the proposed project remains a vital component of the Regional Freeway and Highway System.

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: Build the South Mountain Freeway **Date:** Tuesday, May 14, 2013 9:36:57 AM -----Original Message----- From: Jason Miller [mailto:denalian71@yahoo.com] Sent: Monday, May 13, 2013 5:45 AM To: Projects Cc: info@buildthe202.com Subject: Build the South Mountain Freeway We have been paying for this freeway since 1985 and we still don't have it! Time to get off the 'fence' and build it! It only gets more costly everyday nothing gets done. Jason miller 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	**From:** Projects **To:** ADOT **Subject:** FW: Finish the last link, please! **Date:** Monday, May 20, 2013 8:46:41 AM -----Original Message----- From: Jason Miller [mailto:denalian71@yahoo.com] Sent: Friday, May 17, 2013 5:22 PM To: Projects Subject: Finish the last link, please! 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	**From:** Projects **To:** ADOT **Subject:** FW: 202 **Date:** Monday, May 20, 2013 8:41:41 AM **From:** Keith Miller [mailto:r.keith.miller@att.net] **Sent:** Friday, May 17, 2013 7:18 PM **To:** Projects **Subject:** 202 Build the darn freeway; it is long over due. 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

Lisa Miller

Document Created: 6/24/2013 9:59:50 AM by Web Comment Form

As an Ahwatukee resident, it first must be discussed how poorly this project has been handled since the beginning. Why would you allow development in areas where a freeway was being planned? Planning/zoning by ADOT, Maricopa County and the City of Phoenix are all guilty of the dilemma we have right now. (1)

Now that the city/county/state officials have created such a horendous situation, it is your duty to come up with the best scenario for your tax paying citizens. One of those options is to not build, but progress will win. So then you need to come up with a win-win with the Gila River Indian community and move the proposed freeway south and not try to buy homes at undervalued prices and create more losses for the hundreds of homeowners and church members. We've had enough losses on the values of our homes in the past 7-8 years. We don't need more. (2) (3) (4) (5)

We have not even discussed the air quality and noise that will be brought to our section of the valley. As most people who read this study, unless you do this for a living or have someone explain the whole thing to you, no one can understand any of it. (6) (7)

To sum up the vote from this homeowner of 4 tax paying residents, FIND A SOLUTION THAT IS SOUTH OF THE PECOS PLANNED PATH. I know you think you have tried, but you obviously haven't tried hard enough. As state/county/city officials that is your duty. (8)

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	**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.
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	**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	**Noise**	
8	**Alternatives, Gila River Indian Community Alignment**	

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mtn Loop 202
Date: Monday, June 24, 2013 9:04:32 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: Scott L Miller [mailto:slmiller26@gmail.com]
Sent: Saturday, June 22, 2013 12:10 PM
To: Projects
Subject: South Mtn Loop 202

As an Ahwatukee resident, it first must be discussed how poorly this project has
1 been handled since inception in 1985. It was "in the books" since then and
development has been allowed since in areas that are in the right of way to the
freeway. Planning/zoning by ADOT, Maricopa County and the City of Phoenix
2 are all guilty of the dilemma we have right now.
Now that the city/county/state officials have created such a toxic situation, it is
3 your duty to come up with the best scenario to make it right. One of those
options is to not build, but I live in the real world and know progress always
wins. So then you need to come up with a win-win with the Gila River Indian
community and move the proposed freeway south and not try to buy homes at
4 5 undervalued prices and create more losses for the hundreds of homeowners and
church members.
We have not even discussed the air quality and noise that will be brought to our
6 7 section of the valley. As most people who read this study, unless you do this for
a living or have someone explain the whole thing to you, no one can understand
most of it.

To sum up the vote from this homeowner of 4 tax paying residents, FIND A
8 SOLUTION THAT IS SOUTH OF THE PECOS PLANNED
PATH. I know you think you have tried, but there is a solution that needs to
be uncovered. As state/county/city officials that is your duty.

Scott Miller
Slmiller26@gmail.com

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	**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.
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	**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	**Noise**	
8	**Alternatives, Gila River Indian Community Alignment**	

Code	Comment Document
1	**From:** Marcy Miller **To:** Projects **Subject:** South Mountain Freeway **Date:** Tuesday, July 23, 2013 8:16:56 PM Dear ADOT, I am in favor of the proposed Loop 202. As a resident of Laveen, I believe it would ease congestion along Baseline and bring vital business to our area. Sincerely, Marcy Miller

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: 202 expansion is great
Date: Thursday, May 23, 2013 11:18:03 AM

-----Original Message-----
From: Erin Million [mailto:erinmil88@yahoo.com]
Sent: Thursday, May 23, 2013 10:50 AM
To: Projects
Subject: 202 expansion is great

1 I would like to express my support for this project which will greatly assist those like myself living and raising a family in Laveen. I support the recommended route. Please move this project forward!!

Thank you,
Erin Million

Sent from my iPhone

_____

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: 202 Highway **Date:** Monday, May 20, 2013 8:45:53 AM **From:** Mary Mills [mailto:mil6518@aol.com] **Sent:** Friday, May 17, 2013 5:15 PM **To:** Projects **Subject:** 202 Highway I support building the 202 Highway. I do not support building it on Indian Land. I personally think that would be a mistake. Mary Mills 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	Allen Mills Document Created: 5/21/2013 2:45:55 PM by Web Comment Form As an Arizona native and someone who has lived in the Valley for 50 years, I strongly support the construction of the South Mountain Freeway. I believe it will improve our quality of life be reducing congestion and commuter times as well as improve air quality through less vehicle idling. Finally, it will create a large amount of new jobs, which this Valley sorely needs during these difficult economic times. Thank you for your consideration.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Elizabeth Mills Document Created: 6/5/2013 8:24:33 PM by Web Comment Form I support the construction of the South Mountain Freeway. It will bring much needed relief to the Valley's traffic congestion as well as give a significant boost to the local economy.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

4381

1 speak next, please move forward.
2 MR. MILLS: Thank you for your time. As someone
3 who was born and spent his entire life in Arizona, I
4 strongly support the South Mountain, even when it was
5 initially voted upon in the mid '80s. I think it's a
6 huge -- it would be a huge component in relieving traffic
7 congestion, particularly in the central part of the
8 Valley, greatly aid the commuter traffic from the West
9 Valley over to the Southeast Valley.
10 And then also, in these pretty tough economic
11 times, taking into account the construction industry,
12 it'll bring immense value to the construction industry.
13 Thank you for your time.
14 THE FACILITATOR: Thank you.
15 Debbie Zapatka.
16 MS. ZAPATKA: Hi, I'm Debbie Zapatka and I live
17 in Laveen, and we've lived there for five years now with
18 the hope of the 202 coming in, and it was kind of
19 promised when we moved there. Our development in the
20 area, we have empty shopping centers just sitting there,
21 we really need economic development, and the only way for
22 that to happen really is to get the 202 in, as well as
23 our area has no hospital and a hospital will not come in
24 unless the 202 gets in. And I don't even know where the
25 closest hospital is, it's probably 99th Avenue and

Page 35

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Code	Issue	Response
1		Comment noted.

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. In 2005, the EPA and ADEQ conducted a study called the Joint Air Toxics Assesment Program when the results were released in 2006 they found elevated levels of a number of carcinogens located near where the preferred route is supposed to go. Even though ADOT was collecting data for the DEIS at this time, these results are not represented in the DEIS. ADOT needs to include the results of the Joint Air Toxics Assesment Program (JATAP) to accurately assess how the freeway will effect air quality.

1

Optional

Name Daniel Mills 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	**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. 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 mobile source air toxics emission modeling 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.

Code	Comment Document
1	5025 1 MR. MILLS: In 2005, there was a study between the 2 EPA and the Arizona Department of Environmental Quality called 3 the Joint Air Toxics Assessment Program. When the results of 4 the study were released in 2006, they found elevated levels of 5 known carcinogens, including benzine and formaldehyde and a 6 number of others. These were above the standards allowed by 7 the EPA. 8 And this study was not represented in the Draft EIS 9 and has not been mentioned or talked about by ADOT in any of 10 their studies concerning how the freeway will affect air 11 quality. And, if the Draft EIS finds that the freeway is 12 supposed to alleviate air quality overall, throughout the 13 Valley, then how do these results from this particular study 14 factor into that if they're not represented? 15 Again, how do they reason that putting a freeway 16 into an area that already has elevated levels of carcinogens, 17 as opposed to alleviate those carcinogens, especially since in 18 2006 when these results were released, ADOT was conducting the 19 study for the Draft EIS. So these should have been results 20 that were mentioned or represented in the study, yet they are 21 not. 22 And, furthermore, one of the air-monitoring sites 23 that the EPA and the Arizona Department of Environmental 24 Quality used to publish these results was at Broadway and 25 Central Avenue, located only a couple of miles away from where Page 19 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. 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 mobile source air toxics emission modeling 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.

Code	Comment Document
1	the preferred alternative for the freeway is. So, obviously, these elevated levels of carcinogens are very close and in areas where the freeway is supposed to go. So I think that they should talk about that and how the Joint Air Toxics Assessment Program fits into the reasoning of how air quality is supposed to be affected by the freeway. Page 20 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response

Code	Comment Document

From: Daniel Mills
To: Projects
Subject: South Mountain Freeway DEIS comment
Date: Tuesday, July 23, 2013 6:18:07 PM

Hello,

I would like to submit a comment for the South Mountain Freeway DEIS. After reviewing the DEIS, there appears to be a lack of attention paid to how future development as a result of the freeway will be met with demand for water. Numerous studies exists concluding that the Colorado River, the major source of water for the region is becoming increasingly endangered as a result of sprawling development, precisely the type that the South Mountain Freeway is slated to create. (1)

If the major water source for the region is becoming increasingly stressed, how does ADOT then reconcile future development in the area will be met with demand for this resource, considering future projections based on the most recent and reliable data? (2)

Thank you

Code	Issue	Response
1	**Surface Water**	It is inappropriate to introduce the role—if any—of the proposed freeway in influencing water needs related to development and in increasing local population. The freeway's purpose is to respond to current and projected deficiencies in regional transportation capacity.
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 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. I live at 64th ave. + Baseline Rd. I support W59. My reasons include the facts that the land is already purchased; the displacement of homes will be minimal; the development along the path will benefit the Laveen community (rumored community college and hotel construction would be welcome along the W59 route.)

While construction would cause temporary inconvenience since we are only a few blocks, the long-term benefits outweigh this.

1 In conclusion, as a resident of Laveen on baseline road at 64th avenue, I support the W59 alternative.

P.S. – No toll roads, ever, in AZ!! thx.

Optional

Name Dave Meiner Email meinerdavid@yahoo.com

Address 6426 W. Baseline Rd.

City Laveen State AZ Zip 85339

Phone 602 316 8748 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)

13-159

ADOT U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1		Comment noted.

Code	Comment Document

4260

I love the idea of running paths and, of course, bike riding trails alongside the freeway. I just don't know if that's in the budget, but frankly I think rubberized pavement should be. So those are my statements and I thank you for your time.

THE FACILITATOR: Thank you, ma'am. Raven Barehand.

Raven Barehand.

As we're waiting for the next speaker, I'd like to remind you again, please refrain from clapping or making comments regarding any speaker's position on any of this, out of respect for their position.

If there's anyone in the auditorium that would like to speak, please make sure that you register at the front desk. Your name will appear on the screen; we will call you up in the order that you register.

Katran Mingo.

Good afternoon. You have three minutes; here's the timer. You may begin.

MS. MINGO: Okay. Thank you very much. My name is Katran Mingo; I'm a resident of Laveen. Thank you for hearing us today. It is time to build the South Mountain Freeway. Valley commuters have

1

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

1 waited in traffic jams long enough. The freeway will
2 cut traffic congestion across the metro area, reduce
3 air pollution, and save drivers time and money. If
4 we don't build the South Mountain Freeway, traffic in
5 the region will get much worse over the next two
6 decades. According to ADOT's own study, traffic on
7 I-10 between Ahwatukee and Goodyear will grow 28
8 percent. Another 103,000 cars will use the Broadway
9 curve each day. Another 38,000 cars will jam the
10 tunnel every day. Morning and evening commute times
11 will increase 39 percent to 82 percent. Traffic
12 congestion on six streets will increase 46 percent.
13 The same report indicates the project also will
14 reduce air pollution by reducing the time vehicles
15 will spend stuck in traffic.
16 The project will create 30,000 jobs during
17 the five- to six-year construction period and result
18 in a 2 billion investment in the Phoenix area
19 economy. The money to build the freeway is in the
20 budget. It was approved by voters twice, first in
21 1985 and again in 2004. There is no more important
22 project to the area's commuters and workers than the
23 South Mountain Freeway project. We must build it
24 now. Thank you.
25 THE FACILITATOR: Thank you.

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.

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 THE

1 CONSTRUCTION OF THE LOOP 202 - SOUTH MOUNTAIN FREEWAY. A COMPLETED MULTI-MODAL TRANSPORTATION SYSTEM IS ESSENTIAL THE FUTURE ECONOMIC GROWTH, COMMUTER SAFETY AND AIR QUALITY ISSUES OF THE PHOENIX METROPOLITAN AREA.

CURRENTLY, ROUTES THROUGH PHOENIX ~~AREA~~ ARE CONGESTED AND DANGEROUS. MUCH OF THAT TRAFFIC WOULD OPT TO BYPASS PHOENIX ON THE SOUTH MOUNTAIN ALIGNMENT

THIS WOULD BENEFIT LOCAL RESIDENTS AND SAVE MONEY AND TIME ~~O~~FOR BUSINESS

Optional

Name MARK MINTER Email MMINTER@AZBUILDERS.ORG

Address 5432 E. PHELPS ROAD

City SCOTTSDALE State AZ Zip 85254

Phone 602.769.0281 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

Document Created: 7/24/2013 6:16:03 PM by Web Comment Form

I am a homeowner in the Pecos & 32nd Street area, and my house will be directly affected by the Loop 202 extension plan. Either my house will be in the right-of-way, or I'll have a sound barrier going through my back yard. My neighborhood is not the high-rent district of northern Ahwatukee. I've always done my part by paying homeowner's dues and taxes, never missing a mortgage payment, and keeping my front property landscaped and clean – to the point of indirectly coaxing my neighbors to have some pride in their properties, too. But it's been hard, in a neighborhood that has been under threat since it was built.

1 Why did the City of Phoenix allow residential developers to use land that was slated for a freeway footprint, anyway? Chandler and Gilbert zoned their land commercial, and are benefiting from it far more, now.

2 3 4 5 I knew when I purchased my house in 2000 that there was a chance I might lose it, but I'd hoped that ADOT could work out a deal with the Gila River Indian Community to build the freeway a mile or two south (and thus protect South Mountain Park's west end), or set the proposed bypass route along the more-efficient Highway 85 and Interstate 8 route that many trucking companies already use. When I moved in, Pecos Road was a quiet two-lane road and a community nexus for runners, bikers, and horseback riders. As just a four-lane road, it is now always busy and often unsafe (we've had many fatal accidents along Pecos.)

6 7 8 9 10 I can't imagine how crowded, noisy, and unsafe it will be as a freeway. I've seen too many health and safety studies to not be worried about the immense increase in pollution from heavy commercial vehicles, which will be the ones most likely to use this extension. As a private vehicle connection, the Loop 202 will be too far west to get East Valley residents into central Phoenix, and not far enough west to take hazardous truck traffic around the growing Southwest Valley.

11 We could do so much more with our limited transportation funding. This extension will be outdated by the time it is finished, and it will have ruined three communities in the process.

Sincerely,

Stephen Mintz

Code	Issue	Response
1	**Neighborhoods/ Communities**	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. 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	**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.
3	**Section 4(f) and Section 6(f)**	
4	**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.
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.
6	**Noise**	
7	**Safety and Health**	The proposed South Mountain Freeway's eight-lane section is shown on Final Environmental Impact Statement page 3-58, with discussion and remarks that the freeway would be consistent with the design of other freeways in the region and would thereby improve driver expectancy and safety. The sidebar on Final Environmental Impact Statement page 3-59 discusses the safety features of auxiliary lanes (used at traffic interchanges) for facilitating acceleration and deceleration, thereby reducing potential conflicts with through-traffic and travelers merging onto or exiting from the proposed freeway.
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.
9	**Health Effects**	

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
10	**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.
11	**Alternatives**	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: 202
Date: Monday, May 20, 2013 8:47:40 AM

From: Miracle, Laymond [mailto:laymond.miracle@usairways.com]
Sent: Friday, May 17, 2013 4:02 PM
To: Projects
Subject: 202

1 Please, let's get the 202 build so the traffic in the south and east valley can be improved greatly. I-10 is now just short of being a large parking lot. I have to drive thru this traffic every day

L. Miracle
Sun City AZ
85351

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: SMF Comment
Date: Wednesday, June 26, 2013 8:09:20 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: lmisturini@cox.net [mailto:lmisturini@cox.net]
Sent: Tuesday, June 25, 2013 5:56 PM
To: Projects
Subject: SMF Comment

Good Afternoon,

I recently attended the forum held on June 18th at the Foothills Golf club. After reviewing the video and asking many questions of staff members I have come to the conclusion that this freeway would be an environmental abomination. The particulate matter would seriously jeopardize the health of children and seniors. Smog would likely accumulate along the south mountain ridge and surrounding area which would become a health hazard to both residents and wildlife. The extremely high environmental and taxpayer cost greatly outweigh any possible benefits. I believe there are other more environmentally friendly and cost effective alternatives including a light rail extension. Arizona and Phoenix deserve better.

Thank you for your consideration.

Louis and Teresa Misturini
2726 W. Cottonwood Lane
Phoenix, AZ 85045
480.460.2160

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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	**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	**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.
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.

Code	Comment Document
	I live near 42nd and Liberty Ln. in Ahwatukee and am a member of PARC.
1	What strikes me most about the DEIS is the lack of issues addressed, and the lack of current statistics. These omissions almost seem purposeful, to me.
	I have attended meetings on this "parkway, toll-way, freeway" issue since discussions in the late 80's/early 90's. In the beginning, ADOT argued that local (Ahwatukee) drivers needed it to get to jobs in downtown Phoenix. Surveys showed that not to be the case. Then the argument to get traffic off I-10 and the Broadway curve came.
	This (in my opinion) was when the ADOT really became partially truthful. They really wanted to get the traffic away from the pollution sensor at 43rd/Broadway. Clean up the air in metro Phoenix.
2 3 4 5 6	The ADOT has never admitted to this being a truck by-pass. But to my logic, that is the reality. There are chronic issues about air quality (PM and ozone) in the metro Phoenix area. High sulfur diesel pollution from trucks originating from Mexico won't meet CARB standards. This legislation was enacted to comply with the Clean Air Act. Data/standards were discussed when this was passed. Yet, this data is never mentioned in the DEIS. The additional air pollution has negative health impacts & is completely omitted. Particulate matter during the construction phase (blasting south mountain, & around the river bed) will be enormous. This could mean future loss of highway funds. But it will mean loss of good air quality in the Ahwatukee/Laveen areas. We have multiple schools with in yards of this project down Pecos Rd..
7 5 8	In 2005/2006 extensive air monitoring was conducted by the EPA & ADEQ for toxic chemicals. Where are the updates??? They are only enclosing this old data. But even then, results found high levels of vehicular emissions---formaldehyde, benzene, butadiene, acetaldehyde were above standards. Adding more traffic emissions would logically only add to this health problem. Dioxin has been found to damage reproductive health, cause cancer, and worsen diabetes. Ahwatukee has no industries using or omitting toxic chemicals. Therefore we have no hazmat transportation issues or risks. But data is collected on and analyzed about hazmat on highways. This data (again) is omitted in the DEIS.
9	There are super-fund sights near the west side proposed path. The economic impact & taxpayer monies to correct or know the impact of these lands in construction are not evident in this study.
10 11	Earlier, I mentioned the traffic congestion at the Broadway curve that ADOT wants to decrease. But the design only seems like it will add or move the traffic on I-10 between 59th and 51st Ave. where it already is extreme. This effect of traffic seems like an omission.
12 13	It would seem the DEIS lacks addressing the plan to blast through South Mountain. There are or might be violations of the American Indian Religious Freedom Act.

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, Truck Bypass**	
3	**Air Quality**	
4	**Trucks**	
5	**Health Effects**	
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).
7	**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 mobile source air toxics emission modeling 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.

(Response 8 continues on next page)

Code	Comment Document
14 15	I see nothing in the DEIS addressing the water wells below Pecos Road. These wells furnish water to the lakes in Ahwatukee. There is no data for alternative water sources. There is no data about moving utilities now under Pecos Rd.
16 4	ADOT studied noise levels in 2003/2004 during non-peak traffic hours. Ambient noise levels were 44-56 dBA. With the proposed elevated (above grade) sections of this freeway, it might be hared to keep noise below the 64 dBA state requirement. If this is a CANAMEX corridor, then noise could be even greater than ADOT projections on 10yr. old data.
17	What is scary is that a lot of questions won't be addressed until the design phase according to ADOT. This seems short sighted and backward. How do you manage/budget/plan with so many questions. The costs will be higher than the 20' noise abatement walls!
18	When construction is in progress access on Pecos will be limited or none. This takes us back to traffic on Chandler Rd. for years. Talk about gridlock. The fact that schools/traffic will have no access to the freeway seems counter productive to moving residents. There are no Hazmat evacuation procedures in place.
19 8	
20	Today, costs of right of way acquisition, of homes & businesses, utility relocations, & underground mining repairs are vaguely estimated at near 200 million BEFORE construction!!!!!! What a waste of taxpayer monies.
1	This can be a NO BUILD decision. I just ask that current information be the guide in this decision. And I see that lacking in the current DEIS.

Dorothy Mitchell

Dorothy Mitchell
4205 E Liberty Ln.
Phoenix, Az. 85048

Code	Issue	Response
8	**Hazardous Materials**	The West Van Buren Water Quality Assurance Revolving Fund site was identified and considered during development of the Draft Environmental Impact Statement (see pages 4-153 and 4-165 of the Draft and Final Environmental Impact Statements, respectively, 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 medium (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	**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 Draft Environmental Impact Statement page 4-153). The Arizona Department of Transportation maintains a process for addressing these issues in accordance with all applicable environmental laws and regulations.
10	**Traffic**	Discussions of traffic 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 Draft 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 Draft 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.
11	**Design**	The proposed connection to Interstate 10 (Papago Freeway) at 59th Avenue would include substantial improvements (widening) along Interstate 10 to provide adequate operations on Interstate 10 in the area of the junction and to allow traffic moving to and from the South Mountain Freeway to enter and exit the Interstate 10 main line (see page 3-49 of the Final Environmental Impact Statement). The design of the proposed Interstate 10 and South Mountain Freeway system traffic interchange at 59th Avenue has received preliminary acceptance from the Federal Highway Administration, subject to completion of the National Environmental Policy Act process.

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
12	**Construction**	The contractor submits 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 Draft Environmental Impact Statement page 4-115). Blasting is avoided if standard earthmoving equipment can be used.
13	**Cultural Resources**	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.
14	**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

Code	Issue	Response
15	**Utilities**	If an action alternative were to become the Selected Alternative, during construction residents shall be notified at least 24 hours in advance of any temporary outages needed for utility relocations by the Arizona Department of Transportation or the utility company that owns the facility (see Draft Environmental Impact Statement page 4-162). The Arizona Department of Transportation typically coordinates and collaborates closely with the utility companies and the contractors to prevent any temporary outages.
16	**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 (ver. 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.
17	**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.)
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	**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 was eliminated based on undesirable residential displacements and cost. 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).
20	**Geology**	A search of the Arizona Mineral Industry Location System database, examination of aerial photographs and topographic maps, and field investigation were completed to identify mineral resources and mines in the Study Area. These efforts identified one gold mining claim, six unknown mining claims, and several mining features in the vicinity of the South Mountains. None of these mining claims or features are located within the proposed freeway alignment.

Code	Comment Document

From: Sierra Club on behalf of Scott Mittelsteadt
To: Projects
Subject: Comments in opposition to South Mountain Freeway
Date: Wednesday, July 24, 2013 12:05:40 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.

OPPOSE!

(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. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to (3) 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) Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.

Sincerely,

Mr. Scott Mittelsteadt
14602 N 19th Ave Unit 112
Phoenix, AZ 85023-7104

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
	(602) 653-0735

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

4214

MR. MOCKUS: Perfect. Thank you.

Thank you for your time and opportunity to speak. It's been 35 years since the idea of the 202 link has been put on the books, and I can't understand why all the questions and concerns regarding this roadway have not been addressed for that length of time. It makes me really wonder how other roadway and roadway improvements have been brought up and approved and built within reasonable amounts of time, and this goes on and on and on.

Actually, I'm going to speculate that most every other major roadway project has been built since the time this one has been proposed. Is this bureaucracy at its worst or is it just a slight to our community and a lack of concern for a community desperately in need of easier, safer, and more economical means of commute.

We now have construction of the 303, which I'm sure has not been on the books for 30 years, flying along and due to be completed within the next two years. This roadway, in comparison, does not begin to alleviate the congestion and travel time that this 202 extension will for the community of Laveen and surrounding communities, yet it was planned, developed, and built in less than 30 years.

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Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document

1 As you can tell, I'm a proponent for this project, I
2 look forward to the development and ease of travel it
3 will bring to our community and also surrounding
4 communities.
5 There are those who may oppose its
6 construction for many reasons, some just and some not
7 so just. And those that are just plain out there,
8 plain nonsensical. I ask that you take a look at the
9 need of the community as a whole and put yourself in
10 our place to see how the benefits for an entire
11 community outweigh the views of those with personal
12 and monetary reason, and continue to construct
13 construction of this very important artery, bringing
14 life blood to our communities.
15 Sometimes I begin to believe that our
16 diversity may be the reason our community has to wait
17 30 years for something that other communities get
18 immediately. Please prove me wrong and proceed
19 immediately with construction. I also ask that
20 construction begin from the southeast and proceed to
21 the northwest, allowing the passage from Laveen to
22 the East Valley to open as soon as possible.
23 They had done this for the 303 from I-17
24 to Happy Valley Road, while the remainder is still
25 being constructed. I also believe no road should be

1

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

Code	Issue	Response
1	**Construction**	Final Environmental Impact Statement page 3-59 lays out the preliminary construction sequencing if the Preferred Alternative were to become the Selected Alternative: "The proposed construction implementation plan would schedule construction of the corridor to begin at the Interstate 10 (Papago freeway) system traffic interchange and continue south to approximately Baseline Road. Additional construction would begin near the Interstate 10 (Maricopa Freeway) system traffic interchange and continue along Pecos Road, through the South Mountains, and end at approximately 51st Avenue. Finally, these two roadway lengths would be connected by constructing the remaining freeway segments between Baseline Road and 51st Avenue."

Code	Comment Document

1 built unless there is a sidewalk or a trail for
2 pedestrian and bike traffic next to it, so a person
3 should be able to travel any way you can. Now is the
4 time to make that possible.
5 In closing, I ask that we build the road
6 now. 30 years is long enough and as we all know,
7 costs have gone up substantially and will continue to
8 rise with each day, week, month, year, or, in this
9 case, three decades, we wait.
10 When first proposed, it was with the
11 future needs in mind. Well, the future has arrived.
12 It is time to act. We cannot wait any longer.
13 Thank you very much. I appreciate you
14 listening.
15 THE FACILITATOR: Thank you, Mr. Mockus.
16 Just one note. For those of you who are,
17 I understand it's very difficult sometimes in working
18 with prepared notes to keep in mind the time here.
19 So if you would, from time to time, if you are
20 working from notes, please take time out to
21 double-check the time. You're doing a great job and
22 we appreciate that. Thank you.
23 Sandy Bahr.
24 MS. BAHR: Thank you. My name is Sandy
25 Bahr. I'm the chapter director for the Sierra Club

Code	Issue	Response

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain 202
Date: Monday, May 20, 2013 8:41:13 AM

From: Sean Mohr [mailto:sean.mohr@yahoo.com]
Sent: Friday, May 17, 2013 8:14 PM
To: Projects
Subject: South Mountain 202

1 I approve of this construction project

Sean!

We must accept finite disappointment but never give up on infinite hope - Dr Martin Luther King

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Jmolina
To: Projects
Subject: URGENT - South Mountain Freeway Comments
Date: Wednesday, July 24, 2013 6:53:55 PM

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 15 years. After investigating the information available these are my opinions:

1 2 3 4 5 6 7 8 9 10 11 12

* 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.

Kind regards,
Juan Carlos Molina
www.g1graphic.com

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	**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	**Economics, Socioeconomics**	Businesses that would be directly and adversely affected by the Preferred Alternative, if it were the Selected Alternative, would be mitigated through relocation or site purchase at fair market value. Construction of the proposed facility would likely generate additional business and jobs in the corridor upon implementation because of the improved access it would provide.
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	**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. The viewing distances and relative sizes of the "lights in the night" would be comparable. The open views of the desert and of the Sierra Estrella would remain unchanged.
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	**Section 4(f) and Section 6(f)**	
8	**Cultural Resources**	
9	**Purpose and Need, Lack of Support**	
10	**Trucks**	
11	**Purpose and Need, Truck Bypass**	
12	**Alternatives, No-Action (No-Build) Alternative**	

Code	Comment Document

From: Kristen Molina
To: Projects
Subject: South Mountain Freeway - Comment
Date: Wednesday, July 24, 2013 3:09:07 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 10 years, living in the Mountain View Community. After investigating the information available these are my opinions:

1 2 3 4 5 6 7 8 9 10 11 12

- 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, which once was planned to run through my backyard (literally), 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.

Sincerely,

Kristen Molina

2753 W. Redwood Lane
Phoenix, AZ 85045

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	**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	**Economics, Socioeconomics**	Businesses that would be directly and adversely affected by the Preferred Alternative, if it were the Selected Alternative, would be mitigated through relocation or site purchase at fair market value. Construction of the proposed facility would likely generate additional business and jobs in the corridor upon implementation because of the improved access it would provide.
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	**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. The viewing distances and relative sizes of the "lights in the night" would be comparable. The open views of the desert and of the Sierra Estrella would remain unchanged.
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	**Section 4(f) and Section 6(f)**	
8	**Cultural Resources**	
9	**Purpose and Need, Lack of Support**	
10	**Trucks**	
11	**Purpose and Need, Truck Bypass**	
12	**Alternatives, No-Action (No-Build) Alternative**	

Code	Comment Document

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

1

-----Original Message-----
From: Sylvia Mondero [mailto:m0nday@aol.com]
Sent: Friday, May 10, 2013 11:24 AM
To: Projects
Cc: info@buildthe202.com
Subject: Build the South Mountain Freeway

Please build the south Mt.freeway. The 202.

Sent from my iPhone

_____

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	

* * *

MR. MONTEILH: My comment is since you're doing that stretch of freeway from the present end of the 202 to the I-10, I'm wondering if ADOT is willing to put riding trails along that trail, because there is some space. There's huge horse ownership in Laveen, and people like to ride horses. So when you're creating more traffic in that area, that opens up that whole area for them to ride, walk, bike, and that's great recreation to keep citizens moving.

That's my comment.

THE COURT REPORTER: Thank you. Did you want to leave your name?

MR. MONTEILH: You're welcome. My name is Louis Monteilh, M-o-n-t-e-i-l-h.

Page 2

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Code	Issue	Response
1	**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.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/20/13 INCOMING CALL TIME: 3:02 PM CALLER: JENNY MONTEON CALLER ADDRESS: 8127 N. 18TH PLACE, PHOENIX, ARIZONA 85020 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I'd like to propose that the South Mountain freeway be built. And I approve of that. 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: 1:56 PM CALLER: WILLIAM MONTGOMERY CALLER ADDRESS: 9202 N. 2ND AVENUE, PHOENIX, ARIZONA 85021 PHONE: 602-943-6781 EMAIL: **CALLER REMARKS/QUESTIONS:** I was calling in support of the freeway, the Ahwatukee freeway. And I just wanted to place my support of the new 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: 05/10/13 INCOMING CALL TIME: 9:39 AM CALLER: MARILYN MOONEYHAM CALLER ADDRESS: 1242 E. MCNAIR DRIVE, TEMPE, AZ 85283 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** Please build the South Mountain Freeway. The area needs this freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Fred Moore Document Created: 5/21/2013 2:44:24 PM by Web Comment Form This project is important to the citizans of Arizona, it will create jobs, and reduce truck traffic going through the valley.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Randall Moore Document Created: 5/21/2013 3:40:10 PM by Web Comment Form I AM For the 202 XTention "On-Rez-Alignment" if the State of Arizona has the time to, I own land on the Gila River reservation and may possibly have it under the 202 Loop,BUT the safety of the car drivers is paramount ! Putting drivers at work in less time, parked vehicle, from 9am-5PM KEEPS POLLUTION outta the AIR.(ie.meaning getting these drivers quicker to work from home)BUT, if the Gila River Reservation realizes the OPPORTUNITIES at hand set down by the State of Arizona, and take advantage of these Long-Term Opportunities for their kids and grand-children and Elders . . . .

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	Russell Moore Document Created: 5/21/2013 8:22:45 PM by Web Comment Form Much needed to respond to the growth of our community and preservation of our quality of life.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Comments in opposition to South Mountain Freeway
Date: Wednesday, May 29, 2013 8:25:20 AM

-----Original Message-----
From: Sierra Club [mailto:information@sierraclub.org] On Behalf Of Mary Moore
Sent: Tuesday, May 28, 2013 5:01 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 If you build more roads, more drivers will come! Soon, the proposed new freeway would be as congested as I-10 and I-17. Instead of seeking short-term solutions, ADOT needs to plan for and invest in long-term transportation solutions, particularly mass transit. The only way to effectively reduce congestion and mobilize people is to reduce the number of vehicles utilizing our roads, not encourage more people to drive on our roadways.

4 5 This proposed South Mountain Freeway would have long-term 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.

6 7 My greatest concern is that the freeway will negatively affect our environment. South Mountain Park, the largest city park in our nation, was created to protect resources and to benefit our communities. As a frequent hiker, I am concerned that blasting through a portion of the park will destroy wildlife and habitat, cut off animal movement corridors, and eliminate valuable public spaces. It would set a terrible precedent by demolishing what should remain a protected area.

8 The freeway will only exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction will force residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center. This will not improve our quality of life.

1 Please urge ADOT to select the No-Build Alternative.

Sincerely,

Ms. Mary Moore
1630 W Gail Dr
Chandler, AZ 85224-4045
(480) 558-6197

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
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/16/13 INCOMING CALL TIME: 4:52 PM CALLER: JACK MOORE CALLER ADDRESS: 1445 S. PARK ROSE CIRCLE, GILBERT, AZ 85296 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support this freeway and hope it's done soon. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

4386

I support the South Mountain freeway. I've seen a lot of economic development and an enhanced community as a result of the freeways that have been built here. I think they're beautiful the way ADOT does it and I strongly encourage acceptance of this. Thank you.

THE FACILITATOR: Thank you.

I'll try Ana Morago again.

MS. MORAGO: Hi, my name is Ana Morago, I am from Gila River Indian Community. Well, this is kind of -- I've been doing this for two years now, urging ADOT not to build the freeway at all, because we hold the South Mountain sacred to four tribes, actually: Akimel AuAuthm, Akimel O'odham, Tohono O'odham, and Ak Chin. These tribes all hold this ground sacred, and if you blast through this mountain you're going to be dealing with four tribes trying to save the mountain as well as the wildlife and the plant life that live on there.

I read the EIS last night talking -- or trying to get ideas for talking points, and one that we really need to look at is the water. Water is the source of all life. When I read it, there's hazardous materials are going to be going underground, water wells, lots of wells, surface water is going to be contaminated as well as polluted, as well as our Sonoran Desert tortoise as a newly endangered species list now, as well the Mexican

Page 40

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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	**Biology, Plants, and Wildlife**	
3	**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 Draft Environmental Impact Statement page 4-153). The Arizona Department of Transportation maintains a process for addressing these issues in accordance with all applicable environmental laws and regulations. The West Van Buren Water Quality Assurance Revolving Fund found within the proposed footprint would not be within the construction zone, which is known to contain six contaminants in the groundwater at a depth of 30 to 60 feet.
4	**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.) If an action alternative were to become the Selected Alternative, during project implementation a Stormwater Pollution Prevention Plan that would establish best management practices for sediment and erosion control would be completed. These best management practices would be in place and maintained for the duration of construction to ensure that erosion and pollution from sediment and other pollutants running downstream would be minimized. The proposed project would require water quality certification under Section 401 of the Clean Water Act (see Draft Environmental Impact Statement pages 4-110 through 4-112). To reduce the potential impact of contaminants such as oil, grease, soil, and trash, settling basins would be used to collect water and allow materials to settle. The basins could also serve to contain chemical spills resulting from vehicle accidents. Each basin would be designed to contain a certain rainfall runoff volume before allowing discharge If an accident were to occur, and the basins were dry at the time of the accident, the spill volume, in most cases, could be accommodated. These settling basins would require periodic cleaning (see Draft Environmental Impact Statement page 4-99).

(Responses continue on next page)

Code	Comment Document

2

6

1 spotted owl and the burrowing owl will lose their habitat
2 on the mountain.
3 I keep going back to a meeting I went to when
4 people keep saying that we don't know how to preserve our
5 land. Well, our ground that we have in Gila River has
6 been there for so many generations, we do not touch it,
7 we do not mess with it, we are just people that preserve
8 the land, that keep the land strong as it is right now.
9 Sorry for getting emotional, because I do this
10 for my family; my little nephew, he's on the other side
11 of the mountain and he's going to be the one who is going
12 to be most affected by the pollutants that are going to
13 be by the freeway, by the construction, by the road, by
14 the cars, vehicles, everything, he's going to be affected
15 and he's only three years old, five years old, and
16 it's -- I don't know what to say, it's just crazy. Thank
17 you. Please don't build this freeway.
18 THE FACILITATOR: Thank you.
19 If you'd like to speak, please go out to the
20 registration desk, get registered, and we'll have your
21 name up here. Thank you.
22 Again, if you'd like to speak, please register
23 out front.
24 Cade Rowley. Did I get the name right?
25 MR. ROWLEY: Close enough.

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Code	Issue	Response
5	**Surface Water**	If an action alternative were to become the Selected Alternative, during project implementation a Stormwater Pollution Prevention Plan that would establish best management practices for sediment and erosion control would be completed. These best management practices would be in place and maintained for the duration of construction to ensure that erosion and pollution from sediment and other pollutants running downstream are minimized. The proposed project would require water quality certification under Section 401 of the Clean Water Act (see Draft Environmental Impact Statement pages 4-110 through 4-112). 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). 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 Protection Plan would also help minimize runoff. To control construction-related pollution discharges to waters of the United States as defined in the Clean Water Act, the Arizona Department of Transportation would prepare erosion and sediment control plans, details, and specifications using best management practices from the Arizona Department of Transportation Erosion and Pollution Control Manual for Highway Design and Construction and the Arizona Department of Transportation Post-Construction Best Management Practices Manual for Highway Design and Construction.
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.

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take my home. Honestly, I don't want to be around if a freeway is not built. This corridor is extraordinarily important to congestion and to the future of Ahwatukee.

Ladies and gentlemen of the committee, the two polls I want to submit to the record today, the voters have spoken three times on this issue: Once in 1985, one in 2004, and again with the poll that we submitted or will be submitting here today. We must bring this EIS to its conclusion; 12 years of study, this corridor flies in the face of the voters who voted this project in. There is no more important project to area commuters and workers in the southbound freeway project. We must build it now. Thank you very much.

THE FACILITATOR: Thank you, Mr. Martin.

I'd like to invite our next speaker, Joseph Morago.

Welcome, Mr. Morago. You have three minutes.

MR. MORAGO: For the record, it's Joseph Morago. Good afternoon, my name is Joseph Morago. I was born and raised in Arizona, I'm a Native American from Akimel AuAuthm tribe, a member of Gila River Alliance for a Clean Environment, as well as PARC. I'm here today to state my opposition for the proposed South Mountain Loop 202 freeway. After reviewing the DEIS, I was shocked to learn how little information is present in

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1 this draft. Your data is inaccurate and outdated. The
2 2005 joint air-toxins-assessment program study was not
3 included. Risk from hazardous cargo being transported on
4 that route was not properly addressed or included. The
5 issues of particulate matter and the air quality problems
6 that Maricopa already faces have not been properly
7 addressed, and the health and safety of our children,
8 elderly, and people with weak immune systems have not
9 been addressed.
10 In 2003 a health-assessment study was conducted
11 by the University of Southern California. They were
12 addressing the health effects of living around the
13 freeway and what these potential health effects could be.
14 The study proves that asthma rates will go up, risk of
15 heart disease, cancer, and birth defects, all of this
16 goes up.
17 To the residents of Laveen talking about needing
18 a hospital and other infrastructure to ease the burden of
19 living in the Southwest Valley, I'm here to tell you that
20 this freeway will not solve these issues. It will still
21 have the pollution, health will get worse, and not to
22 mention you're polluting the environment and destroying
23 the natural beauty of South Mountain.
24 Which brings me to my next concern is the
25 cultural significance of South Mountain. Archeologists

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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**	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 mobile source air toxics emission modeling 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.
3	**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.
4	**Air Quality**	
5	**Health Effects**	
6	**Section 4(f) and Section 6(f)**	
7	**Cultural Resources**	

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8

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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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8	**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.
9	**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 MR. MORAGO: My name is Joseph Morago. I am a Gila
2 River Community member living in District 3. This is a comment
3 for the DEIS. The main thing that I want -- or I have several
4 points that I want to touch on.
5 There was one thing that I wanted to touch on, is,
6 first of all, is the environmental effects of this freeway.
7 According to the -- the DEIS, I didn't see much talk about the
8 JTAP study. Also, the study that was conducted by Gila River
9 DEQ, as far as air quality and the way that this freeway will
10 affect. I didn't see much in the way of how it will affect
11 plants and animals and their natural habitat.
12 There has been reports -- The Capitol Times
13 reported that it would affect the migration. Sierra Club has
14 said that it would -- that 50 percent of animals don't survive
15 if their natural migration routes are interrupted.
16 There is a lot of plants that are affected. And
17 scientists at the University of Arizona are studying the death
18 of saguaro cactus due to environmental effects, and this
19 freeway will definitely affect that.
20 The second thing I want to address is the -- is the
21 health effects of -- of this freeway. First of all, the
22 potential effects. Asthma rates will go up. There are studies
23 now that diabetes is related to environment. Diabetes rates
24 will go up. Pulmonary -- Pulmonary cardiovascular diseases
25 will go up. All these health effects, these are the potentials

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Code	Issue	Response
1	**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 mobile source air toxics emission modeling 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.
2	**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.
3	**Health Effects**	

Code	Comment Document

1 that will go up.
2 Current effects. We have -- Right now, Gila River
3 has one of the highest diabetes rates in the world. Going
4 through some of the other neighborhoods in Phoenix, the
5 neighborhoods of color, there will also be adverse health
6 effects to these people.
7 Allergies, bronchitis, asthma, all sorts of
8 breathing effects are what will occur and the effects that are
9 happening now. And these will only get worse with this
10 freeway, with the pollution. And the pollution will be stuck
11 in between the two mountains of the South Mountain and the
12 Estrella Mountains and this corridor between the two, between
13 the two mountain ranges, that they will -- that the effects
14 will be devastating.
15 Pollution is already starting to come into Gila
16 River. You're talking about hundreds of thousands of cars on a
17 daily basis. You're talking about it possibly being a truck
18 route, with trucks coming from Mexico, plus going across the
19 country, east to west, north to south. And all of this, all of
20 this traffic will be passing through this corridor.
21 And it will -- it will be -- You know, the health
22 effects, the future health effects, are incalculable. There is
23 nothing that really addresses these effects in this DEIS.
24 There is limited information on the -- You know,
25 the University of California has already come out with studies,

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Code	Issue	Response
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. 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	**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	**Trucks**	

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saying on how freeways affect people, by living within a thousand yards, a quarter mile, a half mile, a mile, and the effects that, the closer that you are to the freeway, the more effects that -- adverse health effects that you will have.

The second issue that I want to pinpoint is -- has to deal with the cultural impacts and lifestyle impacts. South Mountain is a sacred mountain to the Gila River Indian Community, among other tribes: The Tohono O'oodham tribe; the CRIT tribe, which is the Colorado River Indian Tribe; Salt River; Ak-Chin; Quechan Tribe, and they're from -- they're from Yuma.

All of these -- All of these tribes have acknowledged the cultural significance.

A Phoenix archeologist, a former Phoenix archeologist, wrote a book in around 1990 about the -- the petroglyphs that are in -- located in South Mountain.

Cultural Resources from the Gila River Indian Community has identified a source of cultural significant places.

Some of these petroglyphs date back to the Hohokam era, which we are direct descendants from. We have had studies that prove that that's our lineage, that these are, in fact -- that those are our ancestors.

So those are the -- Those are the cultural effects that -- that this freeway will impact.

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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.
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).

Code	Comment Document
9	Okay, lifestyle effects for Natives, for Native Americans. There's places that we hold sacred ceremonies. There are places where we go and collect native plants for ceremonies, such as the greasewood. We call it shegoi in our native language. And these are native plants. Right now, it's the -- in the month of June is the harvest season for the saguaro cactus fruit. And so that's -- These are things that are affected, not to mention the, you know, the hikes and the retreats, the stuff that we do -- that we do on South Mountain. As far as non-Natives, non-Native Americans, South Mountain has many hiking trails. We have cyclists that ride their bikes through this area. We have joggers that run in the mountains. You know, there's -- There's a lot of people that use this. And, although they -- Although they say that it's a small -- Although they say it's a small percentage of the mountain, you know, we have talked to non-Natives that say that they -- you know, if the freeway goes through, they will not ride their bikes in this area. They will not. That's one of the reasons that they do come out here, was that they're -- that they're able to do it. Another thing that is -- The last thing that I want to say is the dangers and the hazards of this freeway. Not only -- Not only the health effects that I've stated before, Page 46 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

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9	**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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1 but -- and the environmental effects, but I'm worried about
2 hazardous materials and chemicals that are going to be
3 transported on this freeway.
4 There's -- The thing that I noticed from the video
5 that disturbed me the most is that -- is there's very few exits
6 on the freeway. There's sections, there's miles, where there
7 is no exit and -- exit or entrance. There are -- Through the
8 majority -- Through the eastern part, through the E1 Alignment,
9 the east part, the east portion, the east portion of the
10 freeway, there's no frontage roads. If you are on the freeway
11 and there is an accident, there is no way to get off. There is
12 nowhere to go. There is exits every few miles, and then
13 they're not very close together.
14 According to the video, there is one on
15 40th Street; there is one on 42nd Street. There is a big gap
16 between -- let me see that. There is a gap between 24th Street
17 and 17th Avenue.
18 That's a very big stretch not to have any -- any
19 way to get off of the freeway. And, if you have a
20 hazardous-material incident on the freeway, it could possibly
21 lead to loss of life because there is no way to evacuate that
22 area. There is no way to evacuate the City of Phoenix. If
23 it's closer to 51st Avenue where it cuts -- this area, where
24 we're presently located, there's no way to evacuate this area
25 if there is a hazardous chemical spill. If it creates a plume

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Code	Issue	Response
10	**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.
11	**Design**	The locations of the planned traffic interchanges were determined in coordination with the Gila River Indian Community and City of Phoenix. The current plan balances the need to minimize impacts on the adjacent community with the need to provide acceptable access to the region's transportation system. The interchange locations for the proposed freeway are (see Figure 3-28, on Draft Environmental Impact Statement page 3-51): · Interstate 10 (Maricopa Freeway)/State Route 202L Traffic Interchange · 40th Street · 24th Street · Desert Foothills Parkway · 17th Avenue · 51st Avenue · Elliot Road · Dobbins Road · Baseline Road · Southern Avenue · Broadway Road · Lower Buckeye Road · Buckeye Road · Van Buren Street · Interstate 10 (Papago Freeway)/State Route 202L Traffic Interchange

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of gas, of any kind of release, it will float forever, float wherever the winds are blowing it. They'll literally blow in the direction. And there is no way to get out of this area.

So the potential for loss of life is very -- is extremely high. It could create a disaster, not to mention the dangers that it holds to the -- to the first responders. It's going to take a while for the first responders to get to these accidents, to get to these places.

And there's not enough planning in it to -- There is really no mention of, in the DEIS, of an effective way to evacuate this area should -- especially along the E1 Alignment. There is really -- which borders Ahwatukee, which borders South Phoenix, which borders the Gila River Indian Community. There is -- There is no way to get away from anything that should potentially happen. (10)

And those are the dangers, not only to the dangers of the environment afterwards, you know, just because, once a chemical is released, it will get into the plants. It will get into the ground. It could possibly potentially contaminate ground water. (12)

They talk about our -- I saw on the video, about a canal system or drainage system that could go awry. This could potentially be contaminated by whatever hazardous incidents that could potentially happen with this freeway.

And because of all of these -- the health effects;

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12	**Hazardous Materials**	The proposed freeway has been designed to have basins adjacent to the roadway for collecting and metering drainage. In the case of an accident, these basins could, in most cases, contain the spill volume and protect the groundwater. This aspect of the design is discussed on Draft Environmental Impact Statement page 4-99.

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1 the environmental effects; the cultural and lifestyle effects;
2 and the dangers of having hazardous materials, as well, that
3 would be transported on this freeway -- I am against this
4 freeway and I feel that it should not be built.
5 And I will continue to fight to keep this freeway
6 from being built, at all, not just on Gila River, but off Gila
7 River or wherever it's located. I am totally against the
8 Loop 202 Freeway. And I will fight to keep it from being
9 built.
10 Thank you.
11 (The public hearing proceedings concluded at 12:01 p.m.)
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Code	Comment Document

4201

of it, but nobody thought of it.

All of the east/west highways, interstate highways end in a zero, I-40, I-10, I-20, I-50, I-60. All of the north/south ones end in usually a five, but they don't have to be a five. All of the diagonals are three numbers that usually end in either a five or zero. Look at the map sometime. You'll see what I'm talking about.

Where did the idea come from?

Well, when Eisenhower was in Germany in World War II Hitler had built these highways to move troops, materials, and whatnot. Eisenhower brought this idea back to the U.S. and did the same thing. The original reason for building the interstate system was to be able -- we were still in the cold war -- was to be able to move men and material. All the design specifications for bridges were to hold up tanks, not haul a truckload of furniture, but haul up these big low boys that had tanks on the back of them so when they drove across it the bridge wouldn't fall in.

Well, there's your history lesson. Thank you.

MR. MORALES: I'll keep it short. I'm concerned about the archeological sites. South Mountain is our most sacred of all sacred mountains. Elder

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1	Brother came down from God. God brung him down. Elder Brother is like Jesus Christ, son of man. We're monolithic tribes. We believe in one God. God brought Elder Brother, his son, to show us how to live our life, the four seasons of life. He was come down to South Mountain. South Mountain is where he lives, Elder Brother lives. We have beautiful petroglyphs. I know for a fact in that area where they are going to have a freeway, there are archeological sites. When you go hiking that mountain, there's areas where it says "No Public Access," and if you go behind those no public access, you'll see elaborate petroglyphs, sacred sites, elaborate village life, big, beautiful. Those things have been there -- you see children's hands. You can put your hand where little kids were there. That could have been your great, great, great, great, great, great grandfather's hands, you know. It would be heartbreaking to see that happen, you know. That mountain is in our four-night song ceremony we have. South Mountain is in that song. I just want to know -- I understand we've got to have advancement. I know we got to have technology. But I want to know if that's going to go through, what are they going to do about our sacred sites? What are they going Page 21 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

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. 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).

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1 to do? I understand, if the freeway goes through, I just
2 want those sacred petroglyphs, I want them to be
3 protected.
4 I know everything south of Baseline Gila
5 River takes care of. Everything north of Baseline Salt
6 River takes care of. I want to be assured our sacred
7 sites will be protected. I would rather not have the
8 freeway go through at all, but I want to know -- I got to
9 have our sacred sites. I got to have our sacred sites.
10 Those are our ancestors. Our ancestors.
11 (Mr. Morales is speaking in a foreign
12 language.)
13 I speak our language. That's very
14 important to me.
15 That's totally -- you might as well just
16 put feces all over everything.
17 What's the word I'm looking for? What's
18 the word I'm looking for?
19 I'm just a little emotional right now.
20 Those are our links to our past. We can put our hands
21 where our great, great grandfathers did as kids. You see
22 elaborate village life, how things work, how they did
23 things.
24 That's all I want to say. I just want to
25 know what they are going to do with archeological sites.

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1 I would rather it not go through it. When we do our
2 songs, especially at night when we do our songs and we
3 talk about Estrella Mountain, we talk about Red Mountain,
4 who wants to see an ugly freeway? When we do our songs,
5 especially at night, we talk about Estrella Mountain, we
6 talk about Red Mountain, we talk about the Four Peaks and
7 we're doing all-nighters singing all night praising our
8 sacred mountains. Then we'll see a freeway going
9 through; you know what I mean?
10 You wouldn't want -- It would be like
11 taking the Vatican and building a freeway through the
12 Vatican. That's what it's like to me and to a lot of my
13 people.
14 I know a lot of people are talking about
15 civil disobedience when the road goes up, you know.
16 They're talking about civil disobedience. And I'll be
17 there with them. I'm a veteran.
18 That's all I want to say.
19 UNIDENTIFIED SPEAKER: I'm in the Dusty
20 Lane community. It doesn't matter which way the freeway
21 goes. Our house will be bought out. So it's a good
22 thing because of the flow of traffic. I used to actually
23 drive cross country, big rigs, so I've always thought it
24 would be a good idea to be able to bypass Phoenix. I
25 used to take 51st to Riggs Road to go around, to bypass

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Code	Issue	Response

Code	Comment Document

4415

1 the proposed alternative to build the freeway. Thank
2 you.
3 THE FACILITATOR: Thank you.
4 Phillip Morales.
5 Use this microphone, please.
6 MR. MORALES: Good evening. Thank you for
7 letting me speak. I'm kind of emotional right now, but
8 I'm a veteran, I'm a Gila River Community member, I speak
9 my language, I'm very related to my culture.
10 South Mountain is the most sacred mountain we
11 have for the Akimel and O'odham people. And I know
12 that's -- I'm from District 6 and I know that that
13 freeway's going to go through our cultural sites.
14 Elaborate petroglyphs that our great-, great-, great-,
15 great-grandfathers kids' hands put their hands on there.
16 You know, I could put my hand on there, I know I'm
17 touching their hands from hundreds of years ago.
18 Suhu, man of the maize, you all know was -- this
19 was the son of God, like Jesus Christ, it was son of our
20 mountain tribes, we are all related to one God. He came
21 down from heaven, we call him elder brother Suhu, he came
22 and lived in South Mountain and he showed us how to live
23 our life, the four stages of life: How to respect, how
24 to learn your language, your first love, when you have a
25 family do it right, then your third sage is to become

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1

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. 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).

Code	Comment Document

1 childlike again become (speaks in foreign language),
2 become a baby like again, take care of your elders, show
3 them -- you know, but as an elder you have a
4 responsibility to share your knowledge and wisdom. And
5 when you finish all that, you get to go home to heaven,
6 you go back home to Suhu, our God, when you've done all
7 that stuff right.
8 There's elaborate sacred sites; elaborate
9 petroglyphs on South Mountain. You go hike those trails,
10 it says no public access. Well, you go behind those
11 chains and you'll see elaborate petroglyphs there. You
12 know, you go oh, can you do this, can you do this. We
13 have four ceremonial songs, it goes through our four
14 sacred mountains, four nights to all of our sacred
15 mountains, and we sing there and we're looking at our
16 mountain at night, we have an all-nighter, we sing, we're
17 praying; we got to have a freeway going through our
18 mountain?
19 You know, this is our mountain, everybody's
20 mountain, this is where we -- this is where our ancestors
21 are. You wouldn't build a freeway through the Vatican
22 City, would you, desecrate that? That's how we feel.
23 I'm very emotional about this. I'm a veteran, I know
24 what it's like to fight for this country.
25 And my time is up, but I just want to know what

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Code	Issue	Response

(Comment codes continue on next page)

Code	Comment Document

1

1 are you going to do about our cultural sites? I know our
2 rule has something to do with that, but I want to know is
3 our petroglyphs, is our sacred sights going to be
4 protected? Are they going to be moved somewhere else?
5 That's what I want to know. Thank you very much.
6 THE FACILITATOR: Thank you.
7 An announcement, please. The last bus will be
8 running in about five minutes at 7:30 for all
9 destinations, orange, green, and blue, routes one, two,
10 and three. Thank you.
11 Ashley Grace.
12 Ashley, could you please come to this
13 microphone.
14 MS. GRACE: Thank you for letting me speak. I'm
15 a recent addition to Phoenix, I moved here about a year
16 and a half ago and I'm a military spouse. South
17 Mountain, I think, is more important the way it is as a
18 tourist attraction as one of, you know, Phoenix's points
19 of pride, the largest -- the largest city park in the
20 United States, as a place for wildlife. If you put an
21 interstate through the middle of it, even if you conserve
22 most of the area for wildlife, they won't be able to
23 cross between and that creates big problems. You know,
24 javelina and bobcats and everything else that is out
25 there, they don't really have a very easy time crossing

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Code	Issue	Response

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 7/23/13 INCOMING CALL TIME: 4:51 PM CALLER: LEILANI MORALES CALLER ADDRESS: 1319 EAST ORANGEWOOD AVENUE, PHOENIX, ARIZONA 85020 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I would like to leave a message regarding the interstate process through Pecos Road. I think this would greatly, you know, reduce the congestion that we see around the airport. Also around the 60 and the I-10 and more importantly right in to central Phoenix I-10. I hope that this is important enough for people to take a real look at. And you can contact me. Please send two of whatever information to fill out as I am married and my spouse would probably like to comment on it also. Thank you for your time.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Pro 202
Date: Wednesday, May 22, 2013 10:48:02 AM

-----Original Message-----
From: Olga Moralez [mailto:olga_isa@msn.com]
Sent: Tuesday, May 21, 2013 8:34 PM
To: Projects
Subject: Pro 202

My family and I moved to Laveen in 2009 and we absolutely love it and are here to stay. We cannot wait for the completion of the 202. It will make Laveen an even better place to live with more access to places like Ahwatukee and Chandler and a faster commute to the I 10. Not to mention the business growth that will come to Laveen with the freeway.

We are for it and can't wait!

1 We prefer the 101 alternate :-)

Thanks,

Olga Moralez

Sent from my iPhone

_____

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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	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/20/13 INCOMING CALL TIME: 2:01 PM CALLER: BETH MORRIS CALLER ADDRESS: 2337 E. GELDING DRIVE, PHOENIX, ARIZONA 85022 PHONE: 602-314-6906 EMAIL: **CALLER REMARKS/QUESTIONS:** I am leaving this message in support of construction of the South Mountain freeway. If you need to contact me for any reason. I appreciate your time and listening to this message. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

4229

our world encompasses; it transcends everything that we do.

And so with that in mind, I, as a community member, apologize for the disrespect that you get, for the disrespect that ADOT gets in everything. We should not be that way. We should practice a better way to be with you.

And that's what I want to thank you about for today. Thank you.

THE FACILITATOR: Thank you. Terry Morris.

MR. MORRIS: Hello, I'm Terry Morris. I'm a fourth-generation Arizonan, and listening to Mr. Perez just now changed my train of thought a little bit. I had -- my main concern about this project is the -- I believe the lack of attention to the Indian communities in the Maricopa County, as evidenced by the lack of posters in the other room. There's a lot of information over there in the other room, but not very much that I can see that pertain to the impact on the Native American communities.

(1)

I'm also very concerned about the threatened and endangered wildlife that can be affected. I am an avid hiker, and there are not very many preserve hikes left, where you're not in the

(2)

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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	**Biology, Plants, and Wildlife**	

Code	Comment Document

3

1

4

1 direct visual proximity to a freeway. Dreamy Draw,
2 you know, where I'm at in the North Valley, the
3 freeways are pretty much encircling. And so I
4 believe that in that South Mountain Park is the
5 largest municipal park in the world, and is very
6 unique in its makeup, that that also hasn't been
7 given enough weight in the study on this. I -- I see
8 that the EIS was -- was somewhat involved in the
9 ancient canal system. My grandfather worked with SRP
10 on the original canals here in the Valley, and I
11 believe that it wasn't my knowledge, and I haven't
12 seen any information, that the tribe itself had done
13 those -- the studies on all the sites that would be
14 affected. I didn't see it in the information out
15 here. I might be wrong about that. But I also think
16 that -- that the impacts of that, you know, should be
17 more -- more visible and not just be the relief of
18 the congestion.
19 And my last point is, you know, the air
20 quality part of this project, you know, the report
21 suggests that it will decrease it, and I think it
22 could be decreased easily in other ways than this
23 project. Thank you.
24 THE FACILITATOR: Thank you.
25 Rueben Jenkins.

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Code	Issue	Response
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	**Air Quality**	

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Pro-202 So. Mtn loop
Date: Tuesday, July 16, 2013 10:07:50 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: ztime77@gmail.com [mailto:ztime77@gmail.com] On Behalf Of James Morris
Sent: Monday, July 15, 2013 9:19 PM
To: Projects
Subject: Pro-202 So. Mtn loop

1 YES! Do the 202 South Mountain loop!

It's needed, it's wanted.

thanks
James

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: YES on So. Mtn Loop 202 !!!!
Date: Thursday, July 18, 2013 10:39:03 AM

F Y I

-----Original Message-----
From: ztime77@gmail.com [mailto:ztime77@gmail.com] On Behalf Of James Morris
Sent: Thursday, July 18, 2013 10:38 AM
To: Projects
Subject: YES on So. Mtn Loop 202 !!!!

1 Let's create JOBS for AZ!!!! and help the congestion!

Build the South Mtn 202 loop !!

thanks,
James

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

1

From: MOREY MORRIS
To: Projects
Subject: Loop 202 South Mtn Freeway
Date: Wednesday, July 24, 2013 5:50:00 PM

I am in support of building the South Mountain section of Loop 202. I have been a resident of Phoenix living in the Ahwatukee area since 1988. I have seen the buildup of homes and the increase congestion on the ONLY way out of Ahwatukee (I-10) and the untold costs in delays in freeway stop and go traffic.
We as citizens of Arizona need to look at what is best for all of the motoring public, not just those that think they will be harmed by a freeway going in on the border between Gila River and Phoenix.
People that moved into the area and bought homes and built businesses and churches along the 202 path knew well ahead that a future freeway was destined for the area. These people need to take responsibility for their actions, and not blame others for their mistakes in buying and building in the path.
I am upset that the Gila River neighbors did not see the great potential for economic growth in having the freeway go into their land. Look at what happened to Salt River on the 101.
Please understand that I am one of several thousands of people that have been quiet to the support of the freeway.
If there is any future thoughts about this area and to allow for better traffic flow, build the 202 in the South Mountain area and make it happen soon!
thanks

Morey Morris 602-680-8514-cell

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: 3:02 PM CALLER: JENNIFER MORRISON CALLER ADDRESS: 11340 EAST PORTAL AVENUE, MESA, ARIZONA 85212 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the voter approved South Mountain freeway. I believe that no further studies should be done if everything's good we should go forward.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW:
Date: Wednesday, May 22, 2013 10:56:28 AM

From: Maggie Moseley [mailto:magz916@yahoo.com]
Sent: Tuesday, May 21, 2013 3:06 AM
To: Projects
Subject:

1 I strongly urge the extension of the 202 out to Laveen. I have travelled from the 1-10 to 27th Ave and/or 51st Ave (I have daughters on each of those streets) along Baseline and it is a pain in the neck. Seems like I am constantly stopping for red lights!
Being able to travel to Laveen by freeway would be such a blessing! PLEASE APPROVE THIS MEASURE!!!
Respectfully, Maggie Moseley

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Code	Issue	Response
1		Comment noted.

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 This freeway Loop 202 is so needed in the west side of town. This 202 has been on the books since 85 and has to be the most studied freeway to date. The time is Now to get this done. There is no more study Needed, it has to be built in order to take some of the heavy traffic off our surrounding roads. We have lived in the Laveen area for 40 yrs and the traffic was Nothing we cant even get out on Baseline sometimes because of traffic. Even though it is taking our home with it, the freeway is a must for our community

Optional

Name Kathy A Moss Email kammosse@aol.com

Address 7221 S 61st 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		Comment noted.

Code	Comment Document

4349

just completely bogus, because nobody visits that portion of the park anyway. It's very insignificant.

You know, if they want -- otherwise, how did Squaw Peak -- or actually Piestewa Freeway -- how did that get through. When you go through there, you see big ridges on either side of the freeway. So they -- you know, look, how about that? Either that, why don't we just take out that road and replace it to what it was before?

But to say a few ridges of the least-used portion of the park would be devastating, it just -- it's just, what do you say, really stupid, I would say.

And that's what I wanted to add; it's just insignificant.

MICHAEL MOSS: I live in the path of the freeway, in Laveen. And I have lived there most of my life. And the traffic over the last ten years has just doubled on the surface streets: on 16th, on Baseline Road, 51st Avenue, 67th Avenue, 91st Avenue.

So many people when the freeway I-10 plugs up, they go to the surface streets. And there's accidents and there's just major traffic. They go to the surface streets. They ditch off of I-10. If they're going to the east, they ditch off at 91st or 67th Avenue, which takes them to Baseline Road. And

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Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document

1 then Baseline Road, they go to areas they're looking
2 for going to the east.
3 Baseline Road just is horrendous, and so is
4 51st Avenue. They get off at 51st. 51st Avenue can go
5 around the reservation and even connect back on I-10
6 again. So they use that as a bypass.
7 If the freeway was built, that would give
8 them an option to go down I-10 to southbound freeway
9 and follow that around and relieve a lot of traffic
10 that we are experiencing off the surface streets in
11 Laveen. It's just horrendous and getting worse every
12 day.
13 Same thing to the east. People that --
14 experience around the Broadway Curve or around
15 Ahwatukee, traffic is jamming up. They ditch off at
16 Riggs Road and can go through the reservation and back
17 around right through 51st Avenue, again, right into the
18 community of Laveen, jamming up all the surface
19 streets.
20 Or they can continue through there and hit
21 Baseline, and they come west on Baseline. And, of
22 course, that jams -- comes into the community of Laveen
23 and jams all of that up also.
24 So from east or to west -- regardless of what
25 direction that the traffic is going in on I-10 -- when

Page 6

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Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document

1

1 I-10 plugs up, they all hit the surface streets, and
2 the surface streets from South Phoenix to Laveen just
3 get jammed up. A lot of accidents are starting to
4 happen, more serious accidents than ever before.
5 So I am in favor of building the freeway. I
6 have been in the path of the freeway since '85 when it
7 was designed, and we voted for it in '86. And we are
8 still waiting to see whether this is going to be built
9 or not. But I would strongly suggest that the freeway
10 be built.
11 Thank you very much.
12 ANONYMOUS: Well, we are for it, wish it
13 would happen. I have been following it since 1985.
14 Nothing has happened that we can see. And I live on
15 51st, off of 51st Avenue. And right now the traffic is
16 horrendous. Two miles down south of where I live, the
17 Vee Quiva will open its new phase in July with seven
18 restaurants and a resort, which they don't have right
19 now. So it already -- 51st Avenue will be a freeway.
20 And that's our concern.
21 We want the freeway.
22 ETHEL WILLIAMS: The main thing I would like
23 to do is say that my whole family -- not my whole
24 family, but two-thirds of us, three-fourths of us,
25 moved to Laveen because of all the things they promised

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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: 05/13/13 INCOMING CALL TIME: 5:04 PM CALLER: ABE MOYD CALLER ADDRESS: 8722 W. ENCANTO BOULEVARD, PHOENIX, AZ 85037 PHONE: 623-936-6802 EMAIL: **CALLER REMARKS/QUESTIONS:** I do approve the new freeway system.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Sierra Club on behalf of Mike Mullarkey
To: Projects
Subject: Comments in opposition to South Mountain Freeway
Date: Monday, May 27, 2013 7:15:09 PM

May 27, 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.

The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is (2) 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 (3) 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 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 (7) 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.

(7) I'm moving from Tucson to Phoenix soon, and knowing South Mountain Park is waiting for me is a big draw. Please don't destroy part of this park to create another mistake of a freeway.

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

Sincerely,

Mike Mullarkey

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
	917 N Hoff Ave Tucson, AZ 85705-7840 (520) 884-1491

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
1	Document Created: 7/24/2013 10:57:36 AM by Web Comment Form Stop building automobile dominant environments. Think outside the Freeway! We need to stop somewhere...why not here. The public will use other means of transportation if it is available like public transit,or safe, such as bicycles and/or walking. Lets make a better enviornment starting with ending the freeway madness.

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 2	**From:** Bambi Muller **To:** Projects **Subject:** Do not expand freeways **Date:** Wednesday, July 24, 2013 8:44:42 AM **Attachments:** AVG Certification.txt We need to look at other transportation options that do not create urban sprawl and require automobile dominate environments. Stop the madness! Think outside of the freeway! South Mountain Freeway is a bad idea. Bambi Muller Trails Planner Town of Cave Creek Office 480-488-6609 Fax 480-488-2263 bmuller@cavecreek.org www.cavecreek.org *Starting July 1, 2012 Town Office hours are 7:00–5:00 M-TH*

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	**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

4268

Hill from ADOT.

So we'd like to get started here. When you come up here, come up to either microphone. You'll have three minutes. There's a timer down here in front of you. And please feel free to state your business.

Joe Murphy.

MR. MURPHY: Hi.

THE FACILITATOR: Come on up, Joe. Timer here is three minutes.

MR. MURPHY: Okay. My name is Joe Murphy, I've lived in the City of Phoenix for about 33 years now. My attitude about the freeway is that people who live along it will be multiversely [sic] affected according to the Don't Waste Arizona and Sierra Club studies that they've done. Should be the people most listened to, not the politicians who don't live in those areas, the politicians who don't represent the people in those areas. [Unintelligible] two city council members who are both running for that city council district are opposed to this. They're opposed to it because people who live there that are most affected healthwise don't want the freeway built there. The folks on the reservation, they voted it down twice. I think my, you know, my own opinion is

1

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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.

(Comment codes begin on next page)

Code	Comment Document
1	they need to be listened to rather than people who don't live in that area. I've been around long enough that I know the Sierra Club and Don't Waste Arizona, when they worked against medical waste incinerators in the Laveen and South Phoenix area. People [unintelligible] because their studies then were very important to stopping those incinerators. Now, however, some of the same people who worked to stop those incinerators seem to think this freeway is a great idea, because it saves them five minutes' driving. So that's crazy to me. It's still the health of the individuals that are more important, the children who are going to school and the people living and working in the area along where this freeway will be built. It needs to be put somewhere where it's not as dangerous healthwise for the people living there. Thanks. THE FACILITATOR: Thank you. Don Steuter. MR. STEUTER: Thank you. Use this one? THE FACILITATOR: Yes, please. MR. STEUTER: My name is Don Steuter. Thanks for this opportunity to talk to you about the

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Code	Issue	Response

Code	Comment Document
1	William Murray Document Created: 7/24/2013 11:03:59 PM by Web Comment Form We are opposed to the freeway and do not wish it built along the pecos rd corridor.

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.

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.

As a Az. resident of many years I have seen the need for streets & Fwys grow as the population has grown & land developement spread over the years. Public transit as well as street & Fwy building address the need to cut travel time to & access to the places we all want or need to go.

As a resident and environmentalist & historian I would advocate incorporarating the smallest ECO Footprint as possible, being careful not harm sacred sites and as little disturbance to wildlife as possible also.

I dont think a no build is the answer, so I prefer the option of displacing as few homes & businesses, etc. as you can, and the least expensive build as well. If the is money left over it should be kept for

1

Optional

Name K. Myer Email

Address 724 E Whitton Ave

City Phx State Az Zip 85014

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		Comment noted.

Code	Comment Document

LOOP 202
South Mountain
Freeway Study

2013

Draft Environmental Impact Statement
COMMENT FORM

Additional Comments: Fwy maintainence that will be needed. I also don't want to be taxed any further for this project.
We all know that you wont please everyone no matter what you do, so look over the comments & options and do the best you can to tick off as few of us as possible, O.K?!

Thank you, K. Myer ☺

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

Code	Comment Document

Kelsey Myers Document Created: 7/24/2013 11:49:50 PM by Web Comment Form

I am STRONGLY AGAINST the building of this freeway.

One of the characteristics that I love most about Ahwatukee is the feeling that it is a small community hidden within a huge city. You usually see at least one person that you know when you venture out into the area. It feels like a small town with the way that everyone is connected and seems to know each other. I moved into the area in 1994 when I was just a child, and I have been lucky enough to watch it blossom into a wonderful community.

1 2 3 4 5 6 7 8 There are many aspects of this freeway that will negatively impact the surrounding area and environment of Ahwatukee. If this freeway is built, it will only perpetuate urban sprawl that is already disturbingly prevalent in Phoenix. Urban sprawl increases the amount of paved surfaces in the city and contributes to the urban heat island, which leads to hotter temperatures. This freeway will also cause increased air pollution, and health problems (such as asthma) will rise as a result of this. Additionally, this increased air pollution is extremely unhealthy for the students at the nearby elementary, middle, and high schools as well as the residents living nearby. Many diesel trucks from Tucson will also use this route in their travels and will further contribute to pollution. Noise pollution will also increase and disturb the locals.

Not many people want to live near freeways, so consequently, the value of the homes in the area will decrease and people who have the means to move away will do so. Does one see many nice communities right by freeways? No. This population that will be able to move away happens to be most of Ahwatukee, as it is a fairly affluent community. As these people move away, lower income populations will replace them, and the overall value of the area will slowly but surely decrease as the years go by. This will strongly affect the local economy in a negative way.

9 10 Another negative characteristic of this freeway is the size of it. It will cut through precious desert land, as well as the South Mountain preserve, and forever disturb the integrity and ecosystems of the land. Once the desert is destroyed, there is no going back. People travel great distances to be able to hike South Mountain and the surrounding trails, so if this is disturbed, this aspect of tourism will decline.

11 This freeway will not save that much time in getting around the city; if it is built, more people will utilize it and the traffic will become the same as the other freeways in Phoenix.

12 13 This freeway will destroy the beauty and integrity of Ahwatukee and its surrounding Sonoran desert.

I URGE YOU TO NOT BUILD THE FREEWAY.

14 This freeway will forever change the dynamics of the community of Ahwatukee, a place where I grew up and dearly love. The detrimental effects outweigh all other aspects of the project- it will increase air and noise pollution, disturb the unique Sonoran desert ecosystem, and bring the value of the community down (which in turn decreases the housing and tourism value of the area, ultimately affecting the economy). Ahwatukee will remain the happy

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	**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.
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	**Air Quality**	
6	**Purpose and Need, Lack of Support**	
7	**Noise**	
8	**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
	community that everyone loves if things remain as they are. PLEASE DO NOT BUILD THE FREEWAY!

Code	Issue	Response
9	**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.
10	**Biology, Plants, and Wildlife**	
11	**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.
12	**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.
13	**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).
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.

Code	Comment Document

From: Joseph Myers
To: Projects
Subject: Loop 202 South Mountain Freeway Study
Date: Wednesday, July 24, 2013 2:51:24 PM

1 2 3 4 5 6 7 8 4 9

Hello,
It seems that any alternative routes for the South Mountain freeway have been eliminated. I still think that the 85 route south of here will make an excellent alternative. The right of way already exists.If freeway access for people living near Pecos road is an issue, why not improve that road and extend it West, eventually connecting to the 85 extension that comes around to the west. This will eliminate houses, businesses and churches being bulldozed and it will be less expensive. It will also exclude large trucks, because they will be using the 85 extension. It seems the environmental impact statement does not include the humans that already live here. These people will be uprooted and the ones left will endure light, noise and exhaust pollution night and day forever. The people that live here and go to school here do so because it is beautiful and the schools are excellent. What happens when these people do not live here anymore? What will happen to the quality of the schools when property values go down in comparison to other school districts? Who will want to live here and for how long?
It seems to me that this has been dragging on too long and now someone in the last few years has made a concerted push to just get it done. The circumstances in the area have changed since the eighties, we need to change with the times. This affects more people negatively then positively and should be stopped.

Thank you.

Joseph Myers
16239 South 25th Street
Phoenix, AZ 85048

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**	The comment proposes to extend Pecos Road to the west as a parkway or arterial street. 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, this alternative would lack sufficient capacity to meet projected travel demand. The alternative 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.
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	**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).
5	**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).
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	**Air Quality**	

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
8	**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.
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.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/17/13 INCOMING CALL TIME: 3:05 PM CALLER: MARILYN MYLEM CALLER ADDRESS: 5351 E. EXETER BOULEVARD, PHOENIX, AZ 85018 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I agree with the new freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1 2	Laura Nacopoulos Document Created: 6/23/2013 2:04:33 AM by Web Comment Form I live at 2635 E Redwood lane. It is not on your new map my whole neighborhood is gone. When were you going to tell us??? A week before you knock it down. What is the time line where are we supposed to go? What's next? When we went to the meeting we were told if we were in a property that was effected we would of been notified. We moved here from out of state last year. Thought we found our dream home. I guess it has turned out to be a nightmare on Redwood lane!!! WTF!!!!!!

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	**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.) 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. 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).

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 05/13/13 INCOMING CALL TIME: 2:11 PM CALLER: BEVERLY NEAL CALLER ADDRESS: 7247 S. 55TH DRIVE, LAVEEN, AZ 85339 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I am for the South Mountain Freeway. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

4376

THE FACILITATOR: Thank you.

May I remind everyone if you'd like to come up and speak, please go out and register out front.

Scott Neely. Mr. Neely, could you come to this microphone, please.

MR. NEELY: That one? Hello, gentlemen. My name is Scott Neely, I live in the East Valley. I've been in the Valley for 15 years now; actually, on and off since '86. And first I'd like to say that having lived in several other states, I think our freeway system in the Valley is quite good and it's quite nice to travel around the town now on our freeway system, compared with 1986, '87, '88.

Understanding that quite a study has been done now and the alignments have been identified, I would like to be in support of moving the trucks personally out of the middle of town and in the middle -- off of the main freeway through the middle of town. And as I understand, there's been a consideration for widening I-10 through the middle of town from basically the Broadway curve to I-17. I would rather see this freeway built as it's been cited through the, you know, the present 202 E-1 and the 59th alignment, just so that we don't go forward with widening the I-10; I would not be in favor of that approach. Basically, that was really all I wanted to

1

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

say.

THE FACILITATOR: Thank you.

MR. NEELY: Thank you.

THE FACILITATOR: Vicky Oliver.

MS. OLIVER: Hi, my name is Vicky Oliver and I'm for the 202 project because I think it will bring employment opportunities to our area, which we definitely need, and also will help the commute for a lot of people coming in the area. And also, it's been proven that freeways cut down pollution and also traffic accidents, and it'll keep some of the traffic off of our city streets.

THE FACILITATOR: Thank you.

Jake Speck.

MR. SPECK: Good afternoon. My name is Jake Speck, I'm here in support of the 202. I think this project is a great benefit to the community for a lot of different reasons: Reducing traffic, revitalizing economy, bringing over 30,000 jobs to the community, as well as a significant investment. I think it will attract potential employers as well, which would be great for growing the economy going forward.

After looking at the EIS, I think the potential impacts are vastly outweighed by the benefits this project brings, and I believe that now is the time to go

Code	Issue	Response

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/18/13 INCOMING CALL TIME: 2:55 PM CALLER: JIM NEELY CALLER ADDRESS: 4618 E. TURQUOISE AVENUE, PHOENIX, AZ PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I'm calling to urge you to build the freeway, again. It's been approved twice, let's do this dumb thing. That's the one that goes around South Mountain. Thanks and goodbye.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 6/10/13 INCOMING CALL TIME: 10:21 AM CALLER: BRAD NEER CALLER ADDRESS: 3249 E. CAMELBACK ROAD, PHOENIX, ARIZONA 85018 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** And I do support the proposed South Mountain freeway. I think it's essential for the long term growth of the city. Bye.

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: 4:14 PM CALLER: MICHELLE NEILSON CALLER ADDRESS: 11445 S. BANNOCK STREET, PHOENIX, AZ 85044 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I just wanted to voice my support of the South Mountain Freeway. I am hoping that the freeway will continue and progress and 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: 5/16/13 INCOMING CALL TIME: 10:10 AM CALLER: SANDY NEILSON CALLER ADDRESS: 11574 WEST COCOPAH STREET, AVONDALE, AZ 85323 PHONE: 623-266-9789 EMAIL: **CALLER REMARKS/QUESTIONS:** I would like to leave a message. I am in favor of this freeway to be connected to the west valley. It has been greatly needed for this past decade and I was sadly disappointed when it was put on hold a while ago, so I am all in favor of having it come through. It will allow another avenue to cut through down south towards Tucson or the Gilbert area without having to go through the middle of Phoenix with all the traffic. Thank you very much.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: YES to 202 South Mountain Freeway
Date: Wednesday, May 22, 2013 10:52:13 AM
Attachments: Jenn Nelson_Vote YES to 202.docx

From: Jennifer Nelson [mailto:jennznelson@yahoo.com]
Sent: Tuesday, May 21, 2013 9:57 AM
To: Projects
Subject: YES to 202 South Mountain Freeway

1 Attached is my feedback and vote of YES to the Loop 202/South Mountain Freeway.

Jenn Nelson
Email: jennznelson@yahoo.com
Text or Call: 602-791-3956

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

1

May 20, 2013

ADOT Loop 202 South Mountain Freeway Study
1655 W. Jackson Street
MD126F
Phoenix, AZ 85007

Attention to: study team panel

I am writing in support and vote YES to the Loop 202 South Mountain Freeway, specifically the W59 alternative.

As a Laveen resident I am forced to deal with congested traffic along on the Baseline corridor from 99th Ave to I10 . The severe lack of retail shopping, restaurants, medical facilities, and entertainment forces revenue and tax dollars to be driven outside of Phoenix as residents frequent Avondale, Tolleson, Chandler, Scottsdale, and Tempe to shop, dine, etc. This freeway and the socio-economic infrastructure it will bring to our community is desperately needed!

After researching this issue, allow me to share some of the reasons I urge you to approve this freeway expansion:

- 64.3% of likely voters in Maricopa County support construction of this freeway
- In a separate study, also commissioned by We Build Arizona, 59% of likely voters in Ahwatukee and Laveen Support this freeway as well.
- It is time to end the commuter traffic jams and congestion we experience not having easy access to the freeway and connection of the East/West Valley.
- If we don't build the South Mountain freeway, traffic in the region will get much worse over the next two decades. According to ADOT's own study:
  - Traffic on the I-10 between Ahwatukee and Goodyear will grow 28%
  - Another 103,000 cars will use Broadway Curve each day
  - Another 38,000 cars will jam the Tunnel every day
  - Morning and evening commute times will increase 39% to 82%
  - Traffic congestion on city streets will increase 46%
- The same report indicates the project will also reduce air pollution by reducing the time vehicles spend stuck in traffic
- The project will create 30,000 jobs during the five to six year construction period and result in a $2Billion investment in the Phoenix-area economy.
- The money to the build the freeway is in the budget, it was voted on and approved TWICE (1985 & 2004 respectively),we voted for the 1/2cent tax increase in 2004 to support the build.
- There is no more important project to the area's commuters and workers than the South Mountain Freeway project. Please vote to Build It NOW!

Code	Issue	Response
1		Comment noted.

Code	Comment Document

Please consider the following request when making your YES vote:

- Design and construction of community value additions such as **attractive sound barriers** and a **bike/running/pedestrian path**along the length of the freeway as well as the use of Rubberized asphalt as per the ADOT's "Quiet Pavement Pilot Program" initiated in 2002.
- We have award winning examples in Tucson, AZ which received an excellence award in 2002 by the Federal Highway Administration (FHWA) for the Diamondback bicycle/pedestrian bridge as well as it's Intelligent Transportation Systems excellence award for ITS public-private partnership.
- Other examples are the Schuylkill Expressway in Philadelphia, the Rockville Parkway in DC, and the San Antonio,TX Freeway systems ranked best among largest US urban areas.

Thank you in advance for your vote of YES to support of this freeway!

Sincerely,

Jennifer Z. Nelson

Jennifer Z. Nelson
5502 W Glass Ln
Laveen, AZ 85339
jennznelson@yahoo.com
602-791-3956

Code	Issue	Response

Code	Comment Document

From: Rusty Crerand
To: ADOT
Subject: S. Mountain Comment #1316964208
Date: Wednesday, June 19, 2013 8:17:15 AM
Attachments: image001.png

From Envoy:

1
2 3 4
5 6 7
8

6/18/2013 5:45:25 PM
I STRONGLY disagree with the alignment of this freeway. I cannot see the citizens of the Ahwatukee Foothills benefiting in any way. I can only envision the negative impact of increased noise and air pollution. This is only being used as a way to enhance the CANAMEX Corridor while reducing drive-thru tourism for the city of Phoenix. Working out an agreement with the Tribal community would be very beneficial to all parties involved. Get back to negotiations with the tribe to push it farther south. Save our homes! Save my Church! Save South Mountain!

Douglas Nelson
dj1nelson1@aol.com
480-704-6494

Thanks,

Rusty Crerand
Constituent Services Officer
206 S. 17th Ave.
MD 118A Room 101
Phoenix, AZ 85007
602.712.7856
dcrerand@azdot.gov

ADOT Communications

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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	**Noise**	
3	**Air Quality**	
4	**Purpose and Need**	
5	**Trucks**	
6	**Alternatives, Gila River Indian Community Alignment**	
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	**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

4190

1 would be fine, but it's not.
2 Thanks.
3 MR. NELSON: As a resident of the Gila
4 Indian Community, I feel that the Loop 202 is needed. It
5 would serve all the communities, not just the southern
6 part, but the northern part.
7 As far as serving the state, I have to go
8 back to the history of the loop of the I-10 when it was
9 constructed in 1957 and the right-of-way was put through
10 Gila River. In 1957 it was 11 miles. At that time there
11 was promise of frontage roads, better interchanges. To
12 this date there really hasn't been anything done as far
13 as fulfilling any of those promises. So one thing that I
14 would like to come out of the Loop 202, if it is to come
15 into the community, is that those promises are fulfilled,
16 not only for the Loop 202, but for the I-10 that goes
17 through the community towards Casa Grande and into
18 Tucson.
19 At this time, the landowners there are a
20 small voice, but yet they are not as loud as the
21 opposition in the community. One thing that the State
22 and ADOT has to know on the federal highway is that those
23 people that are against the Loop 202 don't speak for the
24 whole community even though they speak loud.
25 One thing that's been done in the tribe is

Page 10

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1

Code	Issue	Response
1	**Traffic**	The historical improvements along Interstate 10 are not within the scope of the Preferred Alternative. At this time, a Gila River Indian Community alignment is not being considered based on the vote that occurred in February 2012. The Arizona Department of Transportation, Federal Highway Administration, and Maricopa Association of Governments continue to coordinate with the Gila River Indian Community on a variety of project issues, including traffic interchange locations, drainage, and mitigation measures.

Code	Comment Document
2	that the tribe looks after tribal lands before allotted land and the landowner is kind of left on his own. So I feel that step one, as far as saving South Mountain from further destruction of bringing the loop into the community, would serve our community better. As far as economic growth in the area, it is needed, an alignment in the community. It would also serve the Ahwatukee residents of displacing people, property, and especially with the environment as far as the animals and the drainage with the water. Overall, I feel that ADOT still has -- ADOT and the federal highway still are the ones that are going to make the decision, but I believe that their party -- the parties that are involved need to all be heard. And I would just want them to hear, not only the loudest people in the community, but the overall people. And I think they would hear that if we were to bring it to another vote because the first vote was a yes, a no, and a I don't want a freeway at all. When we voted -- when Gila River voted "I don't want a freeway at all," that just threw it back to a no, so it really took away the yes vote and the no vote. So I'm just hoping that our community will see that and allow a second vote. Thank you. Page 11 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response
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

1

4227

MS. NELSON: Good morning. My name's Jennifer Nelson, and I am here to support the Loop 202. I'm a Laveen resident. We moved here to Arizona seven years ago, and have lived in the South Mountain/Laveen area for that entire time. From the beginning of that time when we first relocated at the peak of the market, it was a promise this was a transitioning section of the city, this is where the growth was going to be, there was going to be a highway and infrastructure to support it.

We haven't seen that, and I've seen the residents kind of go through an up and down of hopefulness and hopelessness about this freeway. It's been approved twice since 1984 and 2004. We approved of the tax increase. We're paying for it. We desperately need it. There's really isn't a more important or relevant project that the Department of Transportation of Arizona can do than the continuation of the Loop 202 and completing this.

There's a lot of statistics, obviously, that show the residents are in full support of this, residents of both Laveen and Ahwatukee show 59 percent approval of this. We are in need of the police increase that would also come with this. We're almost at the 50,000 population max that was

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

1 required for the mall and the hospital, the things
2 that we need to support us.
3 Currently, right now, there's just a
4 bleeding river of revenue. All these residents are
5 having to seek what they need elsewhere, so we're
6 driving to Tolleson, we're driving to Avondale, and
7 we're driving to other cities and not bringing that
8 tax and revenue to the City of Phoenix and to our own
9 community. And we have the population that's
10 desirable to have it. We did some research, and
11 according to 2010 census bureau, we have the median
12 income, the postgraduate and high school graduate
13 level of education to support this.
14 We match and exceed Paradise Valley and
15 we almost match Ahwatukee with a variance of about
16 15,000 median income. So this is an area that is
17 growing exponentially, and especially in the next
18 couple of years. We can't afford to be any more
19 congested than we already are. Ahwatukee is in a
20 land-locked situation, and every time the 10 shuts
21 down, we are their only outlet, and it causes
22 accidents, it causes a tremendous amount of
23 pollution, and it's just incredibly necessary.
24 And in addition to the economic growth
25 and the quality of life, I'd also like to speak

Page 37

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Code	Issue	Response

(Comment codes continue on next page)

Code	Comment Document

1 briefly about when the roadway is built, because I'm
2 going to assume you're going to vote for yes, and
3 you're going to make this happen for us, because
4 we're in dire need of it, that we also have some
5 sound barriers that are attractive built in along the
6 highway, that we use the rubberized asphalt as part
7 of the 2002 noise reduction program that ADOT has,
8 and that we have bike and pathways, traveling
9 pathways, other than cars along the pathway of the
10 highway, similar to what has been done in Tucson and
11 other cities around the country. Tucson, in fact,
12 has won awards for the work that they've done there
13 by ADOT.
14 In regards to the opposition from the
15 tribal community, I would just like to speak as a
16 very close neighbor of them who lives right next door
17 to the sacred land; I see the misuse of it, I see the
18 treatment of it, and how it is has caused a
19 tremendous amount of crime to our community through
20 the casinos.
21 THE FACILITATOR: Excuse me. You've
22 exceeded your time. If you'd like to add additional
23 comments, please see the court reporters in the room
24 next door.
25 MS. NELSON: And let's all speak

Page 38

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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.
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	**Design**	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

1 respectfully to each other.
2 THE FACILITATOR: Thank you.
3 Joseph Perez. Joseph Perez.
4 MR. PEREZ: I'm Joseph Perez. Thank you
5 for allowing me the opportunity to make a comment to
6 you about your Draft Environmental Impact Statement.
7 I am a Gila River Indian Community member. I'm also
8 a partner with Pangia [phonetic] and I lead a little
9 bit over 1,200 landowners who exist in the Pecos Road
10 Land Area that have put forward the initiative with
11 the Gila River Indian Community for a revote to try
12 to bring the alignment down on the reservation, which
13 hopefully will be resolved tomorrow in a special
14 council meeting.
15 I'm here today to comment on the draft
16 EIS in the sense that the work that has been done
17 pertaining to the Gila River Indian Community, and
18 the cultural aspects was done through the community's
19 cultural department. And they've worked closely and
20 for a long time, I believe over 12 years, doing that
21 aspect of the EIS. Unfortunately, where it stands
22 right now, there is no other alternative for the
23 freeway, because the only other alternative would be
24 on the Gila River Indian Community. I believe that
25 will have to be resolved with the people of the

Code	Issue	Response

Code	Comment Document

4290

PHOENIX, ARIZONA; TUESDAY, MAY 21, 2013
10:00 A.M.
* * *

CHRIS BROWN: I am totally for the project, the South Mountain Project, especially if it improves drive times.

I drive a lot for business from the south part of town, like Maricopa, the city of Maricopa, and have to get to like Buckeye and west valley cities and I think South Mountain would cut down on travel time quite a bit.

I am very much for it.

*****

JENNIFER NELSON: I am in support of the Loop 202 South Mountain Freeway, specifically the W59 Alternative. I am a resident for seven years of Laveen and South Mountain.

Previously I spoke before the panel of all of the statistics that will positively impact this community, including the quality of life, the infrastructure, and the feasibility of being able to connect the east and west valley.

I have requested the design and construction of community-value additions, such as a

Page 2

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Code	Issue	Response

(Comment codes continue on next page)

Code	Comment Document

1
2
3

1 sound barrier and a bike and a pedestrian path
2 along the length of the freeway to be included in
3 the design and construction of the freeway.
4 I requested the use of rubberized asphalt
5 as per ADOT's pilot program which was initiated
6 in 2002.
7 Regarding the opposition from the Gila
8 River Tribe, I am living neighboring the tribal
9 reservation and their arguments for the
10 mistreatment of their sacred land is negated,
11 to me, because of my observation of how they
12 are currently mistreating their sacred land.
13 It is completely unkept, there's nothing but
14 trash, and right now a casino that has brought
15 crime-related, armed robberies to our community.
16 At 51st Avenue and Baseline, we have
17 experienced over six armed robberies within a
18 three-month period at Chase Bank, Wells Fargo
19 and Walgreens from casino gamblers coming down
20 to hold up and rob in order to have money to go
21 back to the casino.
22 We have drug and alcohol addiction problems
23 that are brought to our community through the
24 casino.
25 We have a tremendous amount of traffic

Page 3

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Code	Issue	Response
1	**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.
2	**Design**	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.
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.

Code	Comment Document

1 up Baseline and the 51st Avenue corridor that
2 is only going to increase when the casino opens
3 its new hotel and restaurants.
4 There isn't, right now, any way to support
5 the kind of traffic that the Gila River Tribe is
6 putting on their sacred land without the highway.
7 The alternative, the W59 Alternative, is not
8 going to cause any damage to their sacred land or
9 to South Mountain.
10 Currently I am thinking that we have to
11 continue with the program of the Loop 202 Freeway
12 because it's the best alternative. It meets the
13 needs of everyone in the community and it's
14 critical for the development of Laveen and
15 to be really a turning point for Laveen right
16 at a place where this community can either move
17 forward and excel and succeed, or you can put us
18 in a holding place and we are going to have
19 nothing but problems when it comes to traffic
20 and the expediential growth we are going to
21 experience in the next ten years.
22 ***
23
24 MICHAEL ROBINSON: I oppose the Loop 202
25 through South Mountain Park near South Mountain

Code	Issue	Response

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 6/15/13 INCOMING CALL TIME: 11:38 AM CALLER: PATRICIA NELSON CALLER ADDRESS: PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I would like you to go ahead and build that South Mountain freeway. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Loop 202 South Mountain Freeway
Date: Tuesday, July 16, 2013 10:08:01 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: Doug Nering [mailto:doug@gloaming.com]
Sent: Monday, July 15, 2013 7:47 PM
To: Projects
Cc: council.district.6@phoenix.gov
Subject: Loop 202 South Mountain Freeway

Comment on the Draft EIS and Preferred Alternative selection.

1 2 The EIS findings are fundamentally flawed with respect to South Mountain Preserve impacts. Any alternative that crosses the Preserve and alters this landscape is unnecessary and unacceptable to the regional communities, principally Ahwatukee Foothills and the Gila River Indian Community, both in closest proximity to the impacted areas. Additionally, the importance of the preserved areas to these and the surrounding communities are undervalued in the EIS with respect to the significance of these resources to the vitality and appeal of this area for optimal residential and commercial values. The EIS expresses transport through this area as the primary value and objective, but undervalues the loss-impact on the landscape and community which is critical to the appeal and attraction of the landscape, viewscape, and recreation, and which brings the highest quality of residential and business interests to the areas surrounding the South Mountain Preserve. It is completely unacceptable to sacrifice the unique value of this landscape to build a freeway here simply because better alternatives, which do in fact exist, are not feasible at this time. The optimal solution is to postpone the construction of the freeway on the selected preferred alignment until one of the better options can be achieved.

3

4 The Gila River Indian Community especially does not want he freeway to be built through the ridgelines of the mountains. The subject of freeway construction remains controversial in the GRI Community due to a history of poor performance on past agreements, but these difficulties can be overcome and can result in the best outcome for both the Phoenix area and Native American groups. There is every reason to believe the GRI Community will support freeway construction at some point when the right alternative is presented. The right alternative is not found in this EIS. The correct decision is not to initiate construction at this time.

Doug Nering
3425 E Verbena Dr
Phoenix AZ 85044

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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.
2	**Cultural Resources**	
3	**Alternatives**	Although the E1 Alternative (which would replace Pecos Road with the proposed freeway) is the only action alternative developed for the Eastern Section, the Arizona Department of Transportation and Federal Highway Administration sought permission to study alternatives in detail on Gila River Indian Community land, but the Gila River Indian Community decided such alternatives would not be in its best interest (see Draft Environmental Impact Statement page 3-25). 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. Therefore, the Arizona Department of Transportation, with concurrence from the Federal Highway Administration, identified the E1 Alternative as its Preferred Alternative in the Eastern Section. In reaching its determination, the Arizona Department of Transportation sought to balance its responsibilities to address regional mobility needs while being fiscally responsible and sensitive to local communities.
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: CYNDI NEWBURN
To: Projects
Subject: Loop 202 South Mountain Freeway Comments
Date: Tuesday, July 23, 2013 6:12:31 PM

Dear ADOT,

My husband and I have lived in Ahwatukee for four years; prior we lived in Tempe for over 40 years. We saw the noise and traffic take over Tempe, but it was a vital, active community that took an active part in transportation for the East Valley. When we moved, we made sure we lived on the North side of Chandler in Club West to be away from the traffic, if the freeway was ever built.

1 2 3 We became very concerned when we became of aware of hazmat traffic and the "freeway" being a truck route. If there was an accident, the only way out is Chandler Blvd and we would be in serious trouble: I am 68 and my husband is a 69 year old stroke survivor. We live in a little dell that would hold noxious fumes and gases against the mountain. This is more than a traffic reliever for East-West traffic.

4 5 At first I thought they should build the highway off of Riggs Rd; that is the route I take when I want to go to Glendale--easy drive and little traffic, as well as a time saver. But as I learned more about the mountains, the plans, the GRIC, we have come to believe the Indians are right and this should be a NO BUILD. Save money, keep the route to US8 and work with a committed, thriving, sharing, and problem-solving community. Arizona is indeed richer having a community like Ahwatukee.

My husband and I have been Arizona registered voters since 1965 and have seen a lot of changes but sometimes when a decision was made over 20 years ago because it made sense, doesn't mean it makes sense today--I am sure there have been times when you said the same.

We support the groups opposing the South Mountain Freeway, including PARC, GRIC, Leveen.
Please register our opposition.

Mike and Cyndi Newburn
318 E South Fork Dr
Phoenix, AZ 85048

Sent from Windows Mail

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	**Purpose and Need, Truck Bypass**	
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. 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	**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.
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

From: Projects
To: ADOT
Subject: FW: SM Fwy Comment
Date: Tuesday, April 30, 2013 8:50:57 AM

From: Andre R. Newcomb [mailto:ceciliasfriendsarasvati@hotmail.com]
Sent: Monday, April 29, 2013 1:05 PM
To: Projects
Subject:

1

South Moutain Freeway . . . attn: EIS report. The Freeway is necessary. That is a given. People concerned about spirits ought to concern themselves also with worrying about spirits of those killed on future congested freeways. Another "given" is the Gila River Adjudication" that is giving large water allocations to Indians. The Indians have also stated that they would like to enhance eco-systems of the Gila River with their water and I would imagine that we can expect that agricultural infiltrations from farming will ALSO assist in elevating water tables of the Gila River communities (eco-systems). That means that there is going to be a restoration of other communities (species) to the Gila River. But where are they going to live, forage and sleep? Because we might assume that lands south of the Gila River will be under plow. So it's very likely that their safe habitats are going to be in the Phoenix Mountain Preserve. But there are going to be 10 lanes of traffic at 65 mph. Could it be possible to elevate the freeway wherever possible (like the Skyway in Chicago); to depress the freeway below land conditions wherever possible (with flying washes/arroyos over the freeway like what is being done with the CAP Canal); to tunnel through ridges leaving wildlife corridors over the freeway; and to build land bridges over the freeway as wildlife corridors (like what is being done over Oracle Road) . . . so that future communities of bio-diversity can commute TO THE WATER & to SAFE HAVENS IN THE MOUNTAINS? It would be nice if Maricopa County would outlaw any and all hunting in the Preserve (if they haven't done so already). This ought to satisfy the concerns of many and myself even though I'm only a single person expressing an opinion. Two givens: the river & the freeway.

Sincerely,

Andre R. Newcomb
homeless
Sierra Vista, Arizona 85635

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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.

Code	Comment Document

4263

regards to our limited resources, is complete insanity, and we will pay the cost of all these terrible public transportation policies. Thank you.

THE FACILITATOR: Thank you.

Anyone else in the auditorium wishing to speak, please make sure you register at the front desk.

Janeen Newhouse. Janeen Newhouse.

Ms. Newhouse, you have three minutes.

MS. NEWHOUSE: Okay. Thank you.

THE FACILITATOR: The monitor is right here; please begin.

1 MS. NEWHOUSE: Good afternoon. My name is Janeen Newhouse. I'm from zip code 85339 in Laveen, and I'm interested in definitely having the 202 go through. It's been a long time coming. We've had -- the voters have voted it in, two times, I believe, and just to alleviate congestion around the Broadway curve, as you guys know, Phoenix is going to be growing more and more. I don't think that we're going to be stagnant. And that's just going to create a lot more traffic, as you gentlemen know.

I'm a huge proponent of it. I do wish that ADOT would definitely make sure that the wildlife and animals and, you know, birds are definitely taken

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

1 care of. And so I know that that's in your plans.
2 Sorry, I'm a bit nervous, but definitely we are huge
3 proponents of the 202 going through for economic
4 development of Laveen, as well, and to alleviate the
5 traffic.
6 So thank you very much. I appreciate your
7 time.
8 THE FACILITATOR: Thank you.
9 Chris Newhouse.
10 Mr. Newhouse, you also have three minutes;
11 please begin.
12 MR. NEWHOUSE: My name is Chris Newhouse,
13 and I live in Laveen as well, 85339. You know, I
14 drive both Baseline and the 10. I work on all sides
15 of the city, and I experience the congestion that I
16 see both on Baseline, just from folks trying to get
17 from one side of town to the other, as well as
18 traveling on the 10 during the rush-hour traffic
19 times, where you see a lot of your heavy traffic of
20 truckers and folks that are actually heading down
21 south and going on to Tucson.
22 Obviously, the 202 Loop extension could
23 alleviate a lot of that traffic that goes on through
24 the city trying to get down -- down towards the
25 Tucson area. I think that this would obviously

Code	Issue	Response

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Pecos Road HWY project...
Date: Tuesday, April 30, 2013 8:51:27 AM

From: Mark Nichols [mailto:mark.nichols@russlyon.com]
Sent: Monday, April 29, 2013 11:05 AM
To: Projects
Subject: Pecos Road HWY project...

ADOT,

1 2

How do we find out which homes will be lost in this development?

Thank you.

Mark Nichols
C. 310.745.8300
F. 480.624.3492
www.Marknicholsrealtor.com

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Code	Issue	Response
1	**Acquisitions and Relocations**	Aerial maps showing the proposed freeway (W59 and E1 Alternatives) are accessible through the project 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

4413

THE FACILITATOR: Would you try this one. Sorry. Thank you.

Anybody out here who would like to speak, please go out and register at the front desk here, then come on back in.

Your attention, please. This is the first of three announcements. The last shuttle will be leaving at 7:30 for all routes; that's the orange, green, and blue routes or one, two, and three. Again, the last shuttle will leave at 7:30. Thank you.

If anybody out there would like to speak, please go out and register at the front desk and then come back in.

Stephanie Nichols-Young.

You have three minutes, the timer's right here.

MS. NICHOLS-YOUNG: Okay. I want to start by just for the record, my name is spelled without the A, so it's Nichols, not Nicholas.

Thank you for the opportunity to speak. I'm sorry you don't have more members of the public out, but I sure appreciate the opportunity to speak with you.

I've lived in Phoenix since about 1985. My husband's a native. We are avid hikers and are so grateful for the mountain preserve system. I think it's one of the things in our Valley that create a quality of

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Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document

1 life that is so important. It's not just important for
2 the people in the community, but it's important for
3 wildlife. We don't have very many roadless areas that
4 have productivity for wildlife and as you might guess
5 where I'm going, as a result, I support the no-build
6 alternative. I think it's incredibly important that we
7 keep South Mountain Park intact and I think based on what
8 I've seen of the EIS, the justifications just don't wash.
9 In addition to having concern about wildlife and
10 the impact, I happen to be asthmatic and I saw in the EIS
11 the comments about keeping the road -- or building the
12 new road is going to improve the quality of air, but
13 looking at it, I don't feel that alternate was really
14 fully explored. And the roadway is going to become
15 congested, just based on the way it's constructed. The
16 article in the paper this morning noted that the curve is
17 going to be congested and the traffic is going to be
18 backed up. So for clean air, for protecting wildlife, I
19 think it's incredibly important to support the no-build
20 alternative, and I thank you for the opportunity to
21 speak.
22 THE FACILITATOR: Thank you.
23 Before we call the next person up, the last
24 shuttle will be leaving for all destinations at 7:30;
25 that's orange, green, and blue or one, two, and three.

Page 86

Driver and Nix Court Reporters - (602) 266-6525
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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	**Section 4(f) and Section 6(f)**	
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.

Code	Comment Document
1 2 3	Stephanie Nichols-young Document Created: 7/24/2013 7:37:19 PM by Web Comment Form We support the No Build alternative. The Mountain Preserve parks are a crown jewel of our community, and should not be disturbed. In addition to providing open space for recreation and wildlife habitat, their are many cultural sites in South Mountain Park and adjacent mountains. This area is also considered to be sacred by several of the Indian tribes and communities in our state. It would be disrespectful to put a freeway through a scared site. My husband is a native of the Valley of the Sun. His Dad shared stories about going on boy scout outings in South Mountain Park. We relocated back to the Valley in 1985. Since that time, we have hiked virtual every trail in the Park. We've taken dogs, kids, neighbors, visiting friends and relatives with us on adventures in the Park. We've enjoyed many hikes for the natural beauty and cultural sites- including the many wonderful petroglyphs. What a bad idea to put a freeway through South Mountain. We strongly support the No Build alternative. Thank you for considering these comments.
4	

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	**Biology, Plants, and Wildlife**	
3	**Cultural Resources**	
4	**Alternatives, No-Action (No-Build) Alternative**	

Code	Comment Document

From: Sierra Club on behalf of Mary Nickerson
To: Projects
Subject: Comments in opposition to South Mountain Freeway
Date: Wednesday, May 29, 2013 5:18:57 PM

May 29, 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 4 I believe the 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.

5 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 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.

7 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.

4 8 In summary, I believe 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.

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

Sincerely,

Mary Nickerson
3481 E Finger Rock Rd
Tucson, AZ 85718-1368

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	**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	**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.
6	**Biology, Plants, and Wildlife**	
7	**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.

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
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.

Code	Comment Document

Michael Nicolai Document Created: 7/24/2013 11:01:09 PM by Web Comment Form

1 If the "recommended" alignments come to fruition for this project, it will be a monument to how 20+ years of planning can still manage to identify the worst possible solution.

2 We live close to Pecos Road. If the freeway IS built there, we won't stay long and will probably retire outside of AZ (after 25 years in Ahwatukee). This area will eventually become blighted as a result of being squeezed between a truck bypass and South Mountain only a short distance away. It's a shame.

3 The residents near Pima Road in Scottsdale nearly met the same fate with the Loop-101, but at least there was a better solution achieved in that case.

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, Truck Bypass**	
3	**Alternatives, Gila River Indian Community Alignment**	

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: ADOT extended freeway
Date: Thursday, May 16, 2013 1:40:51 PM

From: Sandi Nielson [mailto:nielsonaz@cox.net]
Sent: Thursday, May 16, 2013 12:48 PM
To: Projects
Subject: ADOT extended freeway

To Whom it May Concern,

1 I live in Avondale, AZ. I have felt for the past decade the need for the freeway extension from Loop 202 along Pecos to ANYWHERE OUT WEST! The traffic through the center of Phoenix is a nightmare, always congested. I would like to see the extension come up 71st area because it is closer to the west valley without taking the road too far west. The 71st area actually hit midway. The 59th area is almost as bad as down town Phoenix and does nothing to give a cutoff from the west.

My address is 11574 W. Cocopah Street, Avondale AZ 85323
623-266-9789

Sandi Nielson
nielsonaz@cox.net

If you want to Save Money on your Utility Bills - click this link. We are saving thousands on our electric bill and locking our utility rate in for the next few decades. Check out this link:
http://www.solarcity.com/partners/network-application.aspx

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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.

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

As a resident of the Gila River Indian Community I feel that a loop 202 is needed and would serve all Communities in the state. Given the history of the I-10 Freeway through Gila River (built in 1957-) Many things promised by the Federal Highway Administration have not been followed through. Frontage Roads, Many interchanges, maintenance, overall Service.

At this time the attractive to bring the Loop 202 into Gila River, is in the better interest of the community to serve the Southwest Region from further destruction and trespass.

Optional

Name Mrs Wayne Nelson Email

Address Gila River Resident District - 7

City Sacaton 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)

ADOT 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.

Code	Comment Document

Christina Noble

Document Created: 7/24/2013 7:23:35 AM by Web Comment Form

South Mountain is a unique community treasures that must be maintained and protected.

1 2 3 4 I am opposed to any alignment that cuts into (and in my mind) destroys our beautiful natural amenity. If funding sources cannot afford options that preserve South Mountain - such as a bridge or a tunnel - then we should delay the project until such funding becomes available.

5 6 7 8 I understand that development pressures place increased demand on our street systems, however it is also true that building more freeways invites increased development and traffic. The notion of induced demand has been studied and known for decades. Induced demand needs to be incorporated and accounted for in the transportation study. Additionally, as presented, alternative modes of transportation appear to have been quickly cast aside as seriously considered options due to a pre-existing bias towards a freeway. I would like to see alternative options such as rail reconsidered in greater depth and incorporated into plans for the future.

7 The study group needs to go back to the drawing board. We must consider a more forward thinking approach that acknowledges that cities are not developed solely on freeways. Residents no longer want to live a fully auto-dependent lifestyle and demand transportation options. For Phoenix to compete into the future and draw young, smart employees we must offer increased options that include various modes of transportation.

9 We must work harder and invest more wisely in transportation options that preserve rather than destroy the natural assets that make our city unique. The landscape and the mountains - including South Mountain - cannot be replaced. We must preserve and protect South Mountain. We would be irresponsible stewards of our City if we destroy South Mountain by cutting a freeway through.

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 Final Environmental Impact Statement provides a thorough summary of the project team's analysis of the Bridge Alternatives. Please see pages 3-13 and 5-20. Options to build a bridge over the South Mountains were eliminated from further study not just because of high costs. They would not protect the South Mountains. Bridge Alternatives would have incident management and homeland security concerns, constructibility and maintenance issues, future expansion limitations, and undesirable intrusion-related impacts. Bridge Alternatives would not achieve avoidance of the South Mountains or meaningfully reduce use-related impacts under Section 4(f). Bridge Alternatives would increase visual impacts.
3	**Alternatives**	The Final Environmental Impact Statement provides a thorough summary of the project team's analysis of the Tunnel Alternatives. Please see pages 3-14, 3-16 and 3-17, and 5-18 through 5-20. Options to build a tunnel under the South Mountains were eliminated from further study not just because of high costs. They would not protect the South Mountains. Tunnel Alternatives would create safety and constructibility concerns, undesirable intrusion-related impacts, and maintenance issues. Tunnel Alternatives would not achieve avoidance of the South Mountains or meaningfully reduce use-related impacts under Section 4(f). Tunnel Alternatives would have less visual, noise level, and habitat acreage impacts than would the open-cut design of the proposed action.
4	**Alternatives**	The project team's analyses demonstrate that the proposed project is needed today. Details of this need are presented in the Final Environmental Impact Statement, beginning on page 1-13. While new projections based on the 2010 Census may show a lower anticipated population in 2035 than the previous projections showed, the need for the freeway has not changed. Waiting for available funds—that would likely never become available because tunnel or bridge alternative have accompanying environmental and other limitations that would not warrant their exceedingly high construction and maintenance costs—would not be prudent given the current and projected demand for the proposed action to relieve congestion and support regional travel mobility. The proposed action is currently funded as well as needed.
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.

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
6	**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).
7	**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.
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, Lack of Support**	

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: 202 highway
Date: Tuesday, June 25, 2013 8:50:53 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: Tom Nofel [mailto:tomsbox75@msn.com]
Sent: Monday, June 24, 2013 8:03 PM
To: Projects
Subject: 202 highway

1 We need this highway badly. Please get this thing built already!!!!

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: extension of Loop 202/South Mountain Freeway
Date: Tuesday, April 30, 2013 8:52:48 AM

From: Sandy Nordstrom [mailto:sandynordstrom@gmail.com]
Sent: Sunday, April 28, 2013 10:40 AM
To: Projects
Subject: extension of Loop 202/South Mountain Freeway

1 My husband and I have been looking at the information and maps of this extension. Living in the West Valley, we are very much in favor of this extension. Of course we would be most in favor of the W101 alternatives which bring the road further west, but the recommended W59 alternative is better than not extending at all. The amount of traffic that could be deterred from the downtown area of Phoenix and the time saved from traveling from west to east across the Valley would be tremendous.

With the 10-year population and growth expectations, to not go forward with this much needed roadway would cause exceptional gridlock in the future.

Sandy and Kim Nordstrom

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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	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 INCOMING CALL TIME: 10:09 AM CALLER: LORETTA NORMAN CALLER ADDRESS: 5618 S. 26TH PLACE, PHOENIX, AZ 85040 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I am for the Freeway, South Mountain Freeway. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

4313

1996, and the need is very prevalent. Especially when I-10 happens to be closed, it's a zoo getting out of Ahwatukee into the Phoenix area. Other times, even going to the west side takes forever. This freeway really would help out the whole situation.

I've lived near a freeway in Tempe as I was growing up, I didn't grow an extra arm or anything like that, so freeways are okay. I don't believe that putting it on the Gila River Indian Reservation should be explored any further. The routes have been there for years; people who bought houses in the path should have done their homework. And it's a need -- it's a necessity. It's not even a need; it's a necessity in that area, and it needs to be built today. That's all I've got.

* * *

MR. NORRIS: I'm in favor of building. I've worked for the City of Phoenix for almost 20 years, retired. But I watched this project and I hope that it still will be -- should have been constructed 20 years ago. Congestion around the Broadway Curve is a major problem getting back and forth from the East Valley. This would take off major trucks and people that don't need to go through Central Phoenix. They would have an alternative to go around, get off on Pecos, and then get

Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document

1

1 back on the I-10 and 51st Avenue, and that would relieve
2 a lot of the truck traffic and accidents and other
3 things.
4 The other thing would be just -- that would
5 also help pollution and air quality and cars idling and
6 trucks idling. And so all of those benefits, I think,
7 would be beneficial to building the freeway on that. And
8 also HOV lanes and stuff would be included on the South
9 Mountain Loop, so that's probably the main reasons why I
10 support it.
11 * * *
12 MS. HERRING: Patrice Herring. And I
13 definitely want a yes vote on the 202 for the W-59 link
14 because I am a Laveen resident. I bought a house in
15 Laveen because I was promised that this freeway was
16 coming through. We have horrible traffic in our area.
17 We have problems with the river -- when it gets flooded,
18 getting over the river. Sometimes we're stuck where we
19 can't even cross over to the other side of the city.
20 This will reduce pollution, as well, and bring much
21 needed businesses to the Laveen area, and link us to
22 other areas of the city. We definitely need the Loop 202
23 freeway and we need the W-59 route. Thank you.
24 * * *
25 UNIDENTIFIED SPEAKER: I really want you to

Page 5

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www.drivernix.com

Code	Issue	Response
1		Comment noted.

Code	Comment Document

4284

Ahwatukee -- southeastern portion of Ahwatukee.
That's all I have to say.

* * *

MR. ELTERS: My name is Bassam Elters, B-a-s-s-a-m E-l-t-e-r-s.
My comments are that I support the Loop 202. I've lived in Arizona for 30 years and in the Valley for nearly 10 years. The traffic congestion in the area needs a practical solution. This corridor has been a part of the regional plan for years. The voters approved it twice, and it's time to build it.
That's it.

* * *

1 2

MR. NOVAK: My name is Will Novak, N-o-v-a-k.
I just wanted to put in a comment that I hope they don't build anything and save the billion-and-a-half dollars and do something else with it, like build some light rail trains or plant 15 million trees or build a commuter rail, any of the number of things we need in Phoenix.
This is a city that is really -- we've got our

Page 5

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

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.
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.

(Comment codes continue on next page)

Code	Comment Document

1 priorities all backwards. And we used to be against
2 building freeways in Phoenix. Back in the 1970s, people
3 used to protest against the I-10. The Arizona Republic
4 came out against building more and more freeways here and
5 said we don't want to be like another Los Angeles. And
6 that's what we ended up building, a hellish automotive
7 nightmare where everybody has to drive everywhere.
8 And I'm sure for most people here, you know, if
9 they just want to go to the grocery store, they have to
10 drive there. If they want to get anything, you know, want
11 to go to dinner, they have to drive there.
12 I'm lucky to live in Central Phoenix. I walk
13 pretty much everywhere and ride my bicycle. I ride my
14 bicycle to work. That's the sort of city we need to be
15 building, a 21st Century city where we have multimodal
16 options.
17 It's really depressing that all these middle-aged
18 white guys at ADOT are going to be shoving this down our
19 throats and that by the time it's built and developed,
20 they'll all be dead so it doesn't really matter. But I've
21 got to live here until I'm 90, because I love Phoenix and
22 want to see it thrive. So me and my kids, we'll have to
23 worry about choking to death on all the pollutants in the
24 air, but, you know, eff it, the ADOT guys will be dead.
25 Luckily, I'll be mayor by then, so I'll make sure they

Page 6

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www.drivernix.com

Code	Issue	Response
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.
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.

Code	Comment Document

1 don't get their jobs back. We'll give them to people with
2 sense in their heads.
3 Anyhow, thanks for listening. ADOT, you're
4 depressing as always.
5
6 * * *
7
8 UNIDENTIFIED SPEAKER: The biggest thing right
9 now, I think, is why is it that it's only one day and
10 during the workday, like, this particular public hearing
11 and the forum and everything like that? Because normal
12 people work Monday through Friday, 8:00 to 5:00, so it
13 seems like it would be better, like, on a weekend, all day
14 Saturday and all day Sunday.
15 Because there's a lot of information for people
16 to kind of comprehend, especially for the people who may
17 be newer to the community and not familiar with the NEPA
18 process, not familiar with the technical process, I think
19 a bigger span of time would have been better.
20
21 * * *
22
23 MR. CASTLE: Patrick, C-a-s-t-l-e.
24 I just spoke in the other room, but I think that
25 the key thing that we saw in years in living in an area

Code	Issue	Response

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Question
Date: Thursday, June 27, 2013 11:03:00 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: Matt Novak [mailto:mnovak4@cox.net]
Sent: Wednesday, June 26, 2013 1:03 PM
To: Projects
Subject: Question

Hello,

1 I'm a realtor and have a question about the new South Mountain Freeway. Can you give me the
2 build radius from Pecos? Meaning I have a couple clients in a community at the end of Pecos road and we are wondering if there house would be in the build area of the freeway? Do you have the specifics of location for the freeway? I know it is along Pecos, but how close? Please let me know, I can find more info on this! Thanks.

Matt Novak
Real Estate Agent
American Allstar Realty
6642 E Baseline Rd., #101
Mesa, AZ 85206
480-239-6360 (Cell)
480-223-6383 (Fax)
mnovak4@cox.net
mattnovak@findazhomes.net
Search the MLS HERE!!

P.S. If you enjoy working with me and know of anyone needing a Realtor® they can trust, there is no greater compliment then having an introduction from you.

This email, its contents and attachments contain information from American Allstars, inc. D.B.A.

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	**Acquisitions and Relocations**	Aerial maps showing the proposed freeway (W59 and E1 Alternatives) are accessible through the project Web site, <azdot.gov/southmountainfreeway>.

Code	Comment Document
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Code	Issue	Response

Code	Comment Document
1	Carolyn Nutter Document Created: 5/21/2013 8:52:45 PM by Web Comment Form Please, lets get this project underway. This highway is much needed. Baseline Rd., a road that I travel to the East Valley, gets very crowded. It is approximately 12 miles of traveling on Baseline Rd, stop and go traffic, just to get to highway 10 or 60. Also, the only way to get across the Salt River and travel north is limited. If 91st Ave and 67th Ave are flooded, 51st Ave is the closest option. This increases the time it takes to get somewhere and also increases cost as it takes more fuel. Please, please, lets get this project underway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Sierra Club on behalf of Bob Obijiski
To: Projects
Subject: Comments in opposition to South Mountain Freeway
Date: Monday, June 03, 2013 7:12:40 PM

Jun 3, 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.

9 IT IS EXACTLY THESE DECISIONS THAT HAVE LED TO THE 100 DEGREE MARK AT MIDNIGHT. THERE IS TOO MUCH PAVEMENT AND TOO LITTLE OPEN SPACE. THIS HAS TO STOP SOMEWHERE! THE MORE YOU DEVELOP, THE MORE DEVELOPMENT YOU ENCOURAGE. SINCE THIS IS AMERICA AND MORE SO, ARIZONA, WE WANT TO DO WHAT WE WANT WITHOUT REGARD FOR THE CONSEQUENCES WE CREATE. STOP HIGHWAY EXPANSION AND TAKE CARE OF WHAT YOU HAVE.

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

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
	Sincerely, Mr. Bob Obijiski 4920 E Nihigan Pass Sedona, AZ 86336-9143

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.
9	**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
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 INCOMING CALL TIME: 7:04 PM CALLER: MICHAEL O'BRIEN ADDRESS: 7937 W. WINDROSE DRIVE, PEORIA, AZ 85381 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the South Mountain Freeway. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Kelly O'Connell Document Created: 5/21/2013 11:29:21 AM by Web Comment Form 1) It is time to build the 202 South Mountain Freeway. Our citizens have waited long enough to reap the benefits that come with this project. 2)The Freeway will cut commute time, thereby saving natural resources and time for each commuter. 3)Voters approved the Loop 202 South Mountain Freeway build twice. 4)The project will create much needed construction jobs during construction. 5) The project will create substainable jobs all along the freeway path. 6) The 202 South Mountain Freeway will bring positive results to real estate all along is path.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 6/7/13	INCOMING CALL TIME: 9:25 AM
CALLER: MARILYN O'CONNELL	CALLER ADDRESS:
PHONE: 480-496-5639	EMAIL:

CALLER REMARKS/QUESTIONS:

1 Hello, this is….Miss Senior Arizona 2008. I moved here over 30 years ago. My husband and I retired in Ahwatukee in the retirement community and um we knew about South Mountain freeway the proposed, pretty much right away. And we thought, well the traffic is pretty bad now they were working on I-10 at that time right near us and the freeway was getting to be a problem. But as the years went on as the problem with the traffic grew and grew, we still thought Oh good it's going to be relieved one of these days with the South Mountain freeway bypass. So, you know, we just settled in and waited our retirement years. Our lungs are very important to us, and here it is 30 years later the freeway still has not been built. And they went ahead and built houses and a church right in the pathway and it's ridiculous, all the studies, all the studies, all more studies and it's still isn't built. The Broadway curve, all this traffic has to go right by our retirement community with all the foul air coming in. I certainly knew about the I-10 but with the proposed bypass that would mean trucks through traffic would be going around this retirement community. So I'm furious. I think it's time that we build this freeway and relieve the retirement community, all these old people that need to help in breathing. I'm 85 and I'm hoping to live another 10 or 15 years, but I kind of doubt it if I'm still breathing this air from all this traffic. I mean I've heard there were 10,000, 12,000, cars that pass our retirement community, maybe more everyday. So do something, for God sakes, get this freeway built and relieve our little retirement community of this foul air. It can be reduced a lot and the noise, everything can be reduced. Give us a break, these are our golden years. Thank you.

Code	Issue	Response
1		Comment noted.

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

INCOMING CALL DATE:	INCOMING CALL TIME:
5/16/13	5:58 PM
CALLER: PHYLLIS O'DELL	CALLER ADDRESS: 1961 E. STEVENS, TEMPE, AZ
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

I do support the South Mountain Freeway. I hope that you would just take it into consideration that we have voted for this twice and we have a huge need for this. So, please consider this and I am a long time voter and there are three of us in this family and we would all vote for this. Thank you very much

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway: Access to APN: 300-05-003E
Date: Monday, July 22, 2013 8:42:43 AM

FYI

-----Original Message-----
From: Kent Oertle [mailto:mandkhome@aol.com]
Sent: Sunday, July 21, 2013 11:10 AM
To: Projects
Cc: realtyarizona@aol.com; Jr. John Oertle
Subject: South Mountain Freeway: Access to APN: 300-05-003E

1
2

We own a property, Maricopa Assessor number 300-05-003E Which is in the vicinity of the proposed South Mountain freeway. The proposed freeway is removing all access to our parcel and all the property owners in the area. From review of the proposal, there is no provision for access to our parcel. Currently, Pecos road provided access, however with the freeway displacing Pecos Road, there is now no access.
We need a frontage road provided to allow access to our parcel and all parcels in the area.
Regards.
Kent Oertle

_____

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.

Code	Issue	Response
1	**Traffic**	The proposed freeway does not currently include frontage roads or an interchange in this location. The access locations are primarily at connections to existing roads within the region's arterial street system. During the right-of-way acquisition process, the Arizona Department of Transportation would evaluate the need to provide access to given properties on a case-by-case basis. Examples of how the Arizona Department of Transportation would adjust local streets to retain circulation are presented on pages 3-56 and 3-57 of 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. Additional information about the property acquisition process is available on the Arizona Department of Transportation's Web site, in the Right-of-Way Group Acquisition, at <azdot.gov>.

Code	Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 7/12/13	INCOMING CALL TIME: 5:00 PM
CALLER: JOHN OERTLE	CALLER ADDRESS:
PHONE: 480-953-3888	EMAIL:

CALLER REMARKS/QUESTIONS:

1 2

I have property close to the South Mountain corridor where ADOT is planning the 202 extension around the South Mountain. My comment would be that we would like to be able to get freeway access to our property which we have 60 acres there and it's kind of in the 'saddle' there between two mountains around near 51st Avenue. Actually it would be 35th Avenue just north of Pecos and Chandler Boulevard. Chandler Boulevard. Anyway, we would like either a frontage road or an exit/entrance to the freeway in that area. There is probably about, I would guess 1,000 acres in there that will be landlocked if we don't get that kind of solution. Anyway if you could include that comment in the remarks that you are forwarding on your environmental study I would appreciate it. Thank you.

RESPONSE:

I tried calling this number on Friday, July 19 at 11:37 a.m. and it says it is not in service.

Jessica Amend
HDR/InfraConsult

RESPONSE DATE:	RESPONSE TIME:	HDR STAFF INITIAL:

Code	Issue	Response
1	**Design**	The proposed freeway does not currently include frontage roads or an interchange in this location. The access locations are primarily at connections to existing roads within the region's arterial street system. During the right-of-way acquisition process, the Arizona Department of Transportation would evaluate the need to provide access to given properties on a case-by-case basis. Examples of how the Arizona Department of Transportation would adjust local streets to retain circulation are presented on pages 3-56 and 3-57 of 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. Additional information about the property acquisition process is available on the Arizona Department of Transportation's Web site, in the Right-of-Way Group Acquisition, at <azdot.gov>.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway
Date: Monday, July 15, 2013 11:21:18 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: Brian Oesterreicher (Phx) [mailto:Brian.O@rimex.com]
Sent: Monday, July 15, 2013 11:16 AM
To: Projects
Subject: South Mountain Freeway

1 59th Ave. makes no sense. Why would it not use the 99th Ave. corridor?

freeway would run from I-10 in the West Valley along 59th Avenue, cut across the southwest corner of South

Brian Oesterreicher
Rimex Inc.
U.S. General Manager
5801 West VanBuren St.
Phoenix, Az. 85043
P.(602)272-9393
C.(602)616-1771
F.(602)272-9388

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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	

From: Projects
To: ADOT
Subject: FW: 202
Date: Wednesday, May 15, 2013 11:55:02 AM

From: Voltaire L. Ojastro [mailto:findvoltaire@yahoo.com]
Sent: Wednesday, May 15, 2013 11:23 AM
To: Projects
Subject: 202

Please build the 202 South Mountain freeway.

Please and Thank you.

Kind regards,

Voltaire

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Code	Issue	Response
1		Comment noted.

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. I fully support the concept of the Loop 202 South Mountain Freeway. After reviewing the exhibits I was surprised to see no improvements to I-10 between the Loop 101 and the alternatives 101 and W59. Would not costs to upgrade I-10 to handle the increased traffic flow from the L101 to L 202 on I-10 be a logical expense in order to compare with W101? Operationally W101 would be superior to W71 and W59. I am not convinced at this point that W59 is the logical alternative. I will go online to review the documents more fully. Overall, the presentation video was excellent and displays were good. Study team member present handled my questions well.

1

Optional

Name Brad Olbert Email

Address 273 S. Gibson Street

City Gilbert State Az Zip 85296

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
1 2 3 4 5	Kerilei Oldoerp Document Created: 5/18/2013 11:35:10 PM by Web Comment Form The original proposed location of the 202 loop continuing down Pecos is now obsolete. It no longer effectively by-passes the city. A new more southernly route needs to be established. The Pecos portion of the loop should no longer be developed. Additionally it is an intrusion into the existing developments of the Ahwatukee area.

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, Gila River Indian Community Alignment**	
3	**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.
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	**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	Kerilei Oldoerp Document Created: 5/18/2013 11:39:50 PM by Web Comment Form In these difficult economic times additional expenditures on unnecessary freeway development is unwarranted.

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

Estudio de la Autopista
South Mountain
LOOP 202

2013

Reporte Del Impacto Ambiental
FORMULARIO DE COMENTARIOS

Gracias por participar en el proceso de recopilación de comentarios sobre el Reporte del Impacto Ambiental del proyecto de la autopista South Mountain.

ADOT alienta a todos los interesados, a presentar sus comentarios por escrito sobre cualquier aspecto del Reporte del Impacto Ambiental. ADOT considerará todos los comentarios en la preparación final de este reporte e incluirá las respuestas a todos los comentarios, conclusiones finales sobre impactos potenciales, y la recomendación final de ADOT.

Para ADOT es muy útil recibir comentarios sobre:

- Alguna alternativa en particular, cúal sería su impacto ambiental y las medidas propuestas para reducir dicho impacto.
- Cualquier información que usted sienta que está incompleta o incorrecta.
- Cómo le afectará a usted la acción propuesta.

Los comentarios deben ser recibidos o tener el sello postal con fecha límite del 24 de julio de 2013.

1 Congestion on I-10 between I-17 & 101 is avid locked during rush hour, so it would be better if the connection is made at the 101 T.I.

Opcional

Nombre David Alvarez Correo Electrónico

Dirección

Ciudad Estado Código Postal

Teléfono Fax

Los comentarios deben ser recibidos o tener el sello postal con fecha límite de Julio 24,2013. Los comentarios pueden ser depositados en la reunión de hoy, enviados por correo electrónico a projects@azdot.gov **o por correo regular a :**
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

PARA MÁS INFORMACÓN:
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

4378

1 say.
2 THE FACILITATOR: Thank you.
3 MR. NEELY: Thank you.
4 THE FACILITATOR: Vicky Oliver.
5 MS. OLIVER: Hi, my name is Vicky Oliver and I'm
6 for the 202 project because I think it will bring
7 employment opportunities to our area, which we definitely
8 need, and also will help the commute for a lot of people
9 coming in the area. And also, it's been proven that
10 freeways cut down pollution and also traffic accidents,
11 and it'll keep some of the traffic off of our city
12 streets.
13 THE FACILITATOR: Thank you.
14 Jake Speck.
15 MR. SPECK: Good afternoon. My name is Jake
16 Speck, I'm here in support of the 202. I think this
17 project is a great benefit to the community for a lot of
18 different reasons: Reducing traffic, revitalizing
19 economy, bringing over 30,000 jobs to the community, as
20 well as a significant investment. I think it will
21 attract potential employers as well, which would be great
22 for growing the economy going forward.
23 After looking at the EIS, I think the potential
24 impacts are vastly outweighed by the benefits this
25 project brings, and I believe that now is the time to go

Page 32

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

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Christo Olivier Document Created: 5/12/2013 7:59:47 PM by Web Comment Form W101 Alternate Central Option preferred option.

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: South Mountain EIS Comment
Date: Wednesday, May 22, 2013 10:49:37 AM

From: kolsonus@gmail.com [mailto:kolsonus@gmail.com] **On Behalf Of** Kevin Olson
Sent: Tuesday, May 21, 2013 5:37 PM
To: Projects
Subject: South Mountain EIS Comment

1 I am writing to comment on the South Mountain Freeway EIS and in support of building the proposed freeway as soon as budget allows. I live in Tempe and am a regular user of the I-10, the 202, the 101 and the 60. I can remember, many years ago, when the full opening of the 101 in N. Scottsdale had a noticeable impact in reduced congestion on I-10.

It is clear to me that the building the South Mountain represents a key opportunity to divert traffic that now uses the I-10 to an alternate route and delay the complete spiral of the I-10 into gridlock. The benefits for mobility throughout the Valley are significant.

Thank you

Kevin Olson
Tempe, Arizona

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Stewart Ongchin
To: Projects
Subject: Comments on the proposed loop
Date: Wednesday, July 24, 2013 7:17:24 PM

1 2 3 4 5

My fear with the proposed loop is that it'll be used as a truck bypass instead of going thru downtown. Not to mention the disruption it'll have to south mountain and the increased pollution to the surrounding areas. I've heard of other issues of water reserves and other things being impacted. Overall I'm not in favor of the proposed loop and fear that the loop will be detrimental to the environment and quality of life for the immediate habitants.

Thanks,
Stew....

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	**Section 4(f) and Section 6(f)**	
3	**Air Quality**	
4	**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.)
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

From: Projects
To: ADOT
Subject: FW: Loop 202 South Mountain Freeway
Date: Thursday, May 16, 2013 8:13:54 AM

From: C O [mailto:swbrotha100@yahoo.com]
Sent: Thursday, May 16, 2013 5:21 AM
To: Projects
Subject: Loop 202 South Mountain Freeway

Hello there. I'm writing to give my opinion on the proposed South Mountain Freeway. I believe this project should have been built a long time ago. I still believe it should be built now. I hope you guys will reconsider a connection to Loop 101 and I-10, but I can live with the 59th Ave connection to I-10. I also hope you can work out a deal with the Gila River Indian Community, if it can help them and spare the residents along the current Pecos Rd corridor. I believe the Pecos section would have been better if it was similar to the stretch of the Santan Freeway in Chandler between I-10 and Loop 101/Price Rd. If you have to start the eastern and western segments separately, or build a temporary road like Loop 303 was before its current construction, so be it. Thank you for your time.

Chuck Onwubu
Phoenix AZ

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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	**Alternatives, Gila River Indian Community Alignment**	

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/20/13 INCOMING CALL TIME: 3:14 PM CALLER: HERMAN ORCHID CALLER ADDRESS: 512 W. EL CAMINITO DRIVE, PHOENIX, ARIZONA 85021 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** And I am in support of the South Mountain Freeway, I think it should be built. Thank you. Bye.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 2:36 PM
CALLER: ORLANDO ORLEANES	CALLER ADDRESS: 85007
PHONE:	EMAIL:

1
2

CALLER REMARKS/QUESTIONS:
Hello there, I would like to propose that nobody build the 202 freeway. I feel it would lead to a destructive freeway affecting indigenous communities. So I ask that you vote no in building the proposed 202 freeway extension. That's a no build – no.

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**	

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway Public Comment
Date: Monday, July 22, 2013 8:35:45 AM

F Y I

From: C & D Orr [mailto:cdorrfamily@cox.net]
Sent: Friday, July 19, 2013 6:00 PM
To: Projects
Cc: C & D Orr
Subject: South Mountain Freeway Public Comment

Greetings.

As a resident of Ahwatukee I am opposed to the South Mountain Freeway Alignment along Pecos in general.

1 However, even if its inevitable, the current design is flawed. The most glaring issue is elimination of the 32nd St. access to 'Pecos'. So all DVHighSchool traffic will funnel to 24th and 40th St. All traffic out of DVHS will have to left turn onto 32nd St or drive through neighborhoods. Its bad enough as it is and especially during events. The traffic jams are terrible. We have enough stressors in life without creating unnecessary events. Even though our kids are almost done with DVHS, I believe this is plan is unacceptable to the community quality of life. 2

Curtis Orr
Ahwatukee resident of 16 years.

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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	**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: south mountain loop 202
Date: Wednesday, July 17, 2013 4:02:28 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: Antonio Ortiz [mailto:ortizantonio22@yahoo.com]
Sent: Wednesday, July 17, 2013 3:09 PM
To: Projects
Subject: south mountain loop 202

1 Hello! I am a tribal member of the Gila River Indian Community, my comment is, I believe the freeway is your problem. Bulldoze the mountain down, let us conquered people left alone. How much more can you take from us ? Your attempt to murder us all, was almost successful. Now, you want what little land and pride(south mountain) what we have left, is very shameful. Your people(white) have no soul's I pray for you and your kind. Have your goon's flash money to our people but we will know that all of this construction for " prosperity" and "to lessen traffic" is absurd. Go arrest or shoot some more mexicans or black's maybe that will curb your quest for expansion.

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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

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 Don't Ruin Pecos Road - I Ride my Bicycle
2 there + you don't need to use that area - find
another parcel of land. GRIC needs to be asked
again if they would let you build there - Don't
Build on Pecos!

3 You Are destroying so many peoples houses +
4 ruining our homes By sending all this traffic
into my Back yard.

I OPPOSE THIS ROAD BUILD
ELSEWHERE!

Optional
Name CARL OSBORNE Email
Address 2817 W. ASHURST
City PHX State AZ Zip 85045
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) 13-190

ADOT U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

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	**Alternatives, Gila River Indian Community Alignment**	
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	**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).

(Comment codes continue on next page)

Code	Comment Document

LOOP 202
South Mountain
Freeway Study

2013

Draft Environmental Impact Statement
COMMENT FORM

Additional Comments:

Don't build it
on preserves!

1

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

Code	Comment Document

LOOP 202
South Mountain
Freeway Study

2013

Draft Environmental Impact Statement
COMMENT FORM

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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 understand the need for future growth to connect the East and the west valley. I get it.
1 2 I don't get why we would destroy the
3 Ahwatukee community and churches and homes to build the highway on Pecos.

It is a quiet and peaceful and pristine mountain preserve.

1 Why can't we build the highway where there are no homes and no one's community will be destroyed.

4 Talk to the Gila River Indian community — PTO

Optional
Name Tania Osborne Email tstreungotwalt@gmail.com
Address 2817 W Ashwst Dr
City Phoenix State AZ Zip 85048
Phone 602-363-9449 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	**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.)
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4	**Alternatives, Gila River Indian Community Alignment**	

Code	Comment Document

LOOP 202
South Mountain
Freeway Study
2013

Draft Environmental Impact Statement
COMMENT FORM

Additional Comments:

5 Make it worth their while to build the road off of Maricopa instead of Pecos.

6 7 What about losing the cycling on Pecos & the quiet hiking and mountain biking through the preserve between Chandler & 27th Avenue.

2 1 Please don't throw all these folks from their homes and make Ahwatukee a throughfare!

5 3 Build the loop 202 South, just don't build it on Pecos! Go further South please. Preserve Ahwatukee!

4 Talk to Gila Indian Community. Figure it out. They have the land. Make it lucrative enough for them to consider an alternative

3 charge us more to pay them to put the highway miles south of Pecos.

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-159

ADOT U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
5	**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.
6	**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.
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

5039

1 (1) CARL OSBORN: I'm opposed to it where it's
2 in the current location where they are showing the
3 current location because it impacts too many things in my
4 (2) opinion. We're going to lose Pecos Road which I ride my
5 (3) bicycle on all the time. There are so many houses and
6 things that are being destroyed to make it. People put
7 their -- I'm not one of them, but I live close enough to
8 (4) it that I don't want the noise. I know the people that
9 are losing their houses, I can't even imagine.
10 I know I read and heard about that they
11 (5) tried to propose doing it to the Gila River Community and
12 they opposed it. They need to find another way then.
13 I think putting it where it's at is
14 (1) (6) ridiculous. You're impacting so many people in the east
15 Valley.
16 Looking at the video, the west Valley
17 (7) doesn't look like too many houses in the place where it's
18 going through right now. I don't think there are too
19 many people there that will try and oppose it.
20 But in the east Valley, it's impacting so
21 (6) many people down here. It seems to me so much impact to
22 people's lives that live down here. I moved here and I
23 understand it was always proposed since 1985, but they
24 (8) let people build houses down here without --
25 I mean, it's taken how long? 20 plus

Page 23

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

(Comment codes continue on next page)

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	**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.
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	**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	**Alternatives, Gila River Indian Community Alignment**	
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	**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.
8	**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 despite 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.

Code	Comment Document
6	1 years; right? 2 And you built so many things down here. 3 And now people have their house and their life down here. 4 And I don't want that thing in my backyard. It just 5 seems to me so much impact to people's lives that live 6 down here. 7 Don't build it. 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 Page 24 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response

Code	Comment Document

5040

1 TANIA OSBORN: It sucks. Build it. Just
2 don't build it where you're looking to build it.
3 It's hard not to see Maricopa Road a mile
4 south and not think that is, like, the perfect way to go.
5 Why kill a community to go through there?
6 It just -- It doesn't make sense.
7 And, yes, let's talk to the Gila Indian
8 Community because the money that we're going to spend
9 destroying people's homes could be used to compensate
10 them to try to build more where there is nothing
11 established right now.
12 (The public comments conclude at this point.)
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Page 25

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

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	**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**	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.
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.)

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/16/13 INCOMING CALL TIME: 4:29 PM CALLER: HENRY OSOINACH CALLER ADDRESS: 9818 E. WATFORD WAY, SUN LAKES, AZ 85248 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I highly support this. It has been on the books for many years and there are no residents that have a legitimate claim that they didn't know about it and really think it is way over due. I do have property in Ahwatukee and think it should happen. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Please say NO to loop 202 freeway extension
Date: Friday, July 12, 2013 8:59:38 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: Jessica Outlaw [mailto:outlaw4vida@gmail.com]
Sent: Friday, July 12, 2013 3:08 AM
To: Projects
Subject: Please say NO to loop 202 freeway extension

1 Please leave this biodiverse area alone. It gives us Phoenicians a great natural place to go (South mnt) within the city, where we can get a taste of nature, hike, bike, ride horses, etc. Please do the right thing and stop this!!! THANK YOU

--

Jessica Outlaw
722-214-929

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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

From: Projects
To: ADOT
Subject: FW: NO BUILD - Loop-202 freeway extension
Date: Monday, July 22, 2013 8:49:49 AM

From: Alyssa [mailto:tetramorium@gmail.com]
Sent: Sunday, July 21, 2013 4:01 PM
To: Projects
Subject: NO BUILD - Loop-202 freeway extension

The proposed 202-west extension is NOT needed or even good for us!

1 2 3 South Mountain is a beautiful place and must be preserved. The freeway extension is NOT necessary and will cause desctruction to the landscape. I watched the desert behind my home torn apart by the 202 Santan freeway in Chandler and I DO NOT want it to happen again. The desert that was destroyed used to be home to coyotes, jackrabbits, and countless other Arizona animals. When the freeway was made those coyote packs were forced out, killed, crushed by cars, and became roadkill. I never heard the howls of coyotes after that...and driving down the 202 made me horribly depressed when I saw crushed animals on the side.

The 202 has already destroyed so much land.
Don't continue to destroy SOUTH MOUNTAIN. There are plenty of other roads already.

4 NO BUILD ON THE 202 FREEWAY EXTENSION.

-Alyssa Overson

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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.
2	**Purpose and Need, Lack of Support**	
3	**Biology, Plants, and Wildlife**	
4	**Alternatives, No-Action (No-Build) Alternative**	

Code	Comment Document

From: MICHAEL D OWEN
To: Projects
Subject: South Mtn Freeway
Date: Friday, June 21, 2013 12:52:42 PM

1 Just build the dang freeway already. The tribe has had their say, and didn't care about the economic advantages to their community. Too bad for them. I am tired of Phoenix traffic getting worse by the year. How much gasoline is wasted with cars sitting in gridlock day after day? How much time is wasted?

Michael Owen

Phoenix resident for over 30 years.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: South Mountain Freeway comments on Draft EIS **Date:** Tuesday, May 14, 2013 9:37:32 AM **From:** Hal Owens [mailto:hal@pcireload.com] **Sent:** Sunday, May 12, 2013 4:18 PM **To:** Projects **Subject:** South Mountain Freeway comments on Draft EIS To whom it may concern, I have reviewed the Draft EIS on the proposed South Mountain Freeway. It sounds like completion of this freeway is a good thing for the environment and I support its completion as soon as possible. Thanks, Hal Owens Phoenix, AZ 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: Monday, May 20, 2013 8:23:02 AM

From: Inphx2@aol.com [mailto:Inphx2@aol.com]
Sent: Sunday, May 19, 2013 4:24 PM
To: Projects
Subject: South Mountain Freeway

Let's move forward and build the South Mountain Freeway. We voted for it long ago and in the long run, it is best for Phoenix and for the environment.

J Owens
Gilbert

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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: 7/24/13 INCOMING CALL TIME: 11:57 AM CALLER: LINDA PACE CALLER ADDRESS: 2039 WEST WINDSOR AVENUE, PHOENIX, ARIZONA 85009 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** Hello, I support the South Mountain freeway construction. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1 2 3 4	Alicia Pacheco Document Created: 5/21/2013 11:02:11 PM by Web Comment Form I oppose AND DO NOT want the W 101 alternative central option as a possible location to connect the 202. This freeway would be in my back yard and over my roof, literally. This community is still underdeveloped with houses still being bought and built. We are in need of more grocery stores and schools not a freeway. There are 3 schools that would be in its path and/or under it. This connection WILL bring our neighborhoods down in value, that of which are still trying to recover from this economy, but even more so create problems with re-sale. It would also create more unwanted traffic and noise. I will continue to fight and oppose this option to protect my home and its value.

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	**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.
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	**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 2	Raymond Pacheco Document Created: 5/21/2013 11:09:24 PM by Web Comment Form The freeway option alternative is a bad option for a struggling housing market in the city of Tolleson. The freeway route would create more noise and traffic to the area. The neighborhoods are finding it difficult to recover their original home values. The area is one of Phoenix's lowest ranking cities when it comes to home values. Again this would be a serious blow and set back to regaining what was lost with the housing collapse six years ago.

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	**Noise**	

Code	Comment Document

5020

1 (1) MS. PACKER: First of all, let's see. I am resentful that they're insisting that this is not a truck route. I feel that there is no way trucks are going to go through downtown Phoenix when they can take this route to get to the other side of town.

(2) I think it's a shame that they're blasting through South Mountain. That's such an important asset that we have here. I feel that there is so much still left up in the air about the design process and so forth.

(3) And I'm fearful how far this will go before they say to the Indians, "Never mind, we don't want to negotiate with you anymore," or, "We're not taking anything from you. We're doing it our way."

I think it's an inexpensive freeway, in that it's not going to be below grade.

(4) And I am afraid of them destroying the water sources for Lakewood Lake -- Lakes and the Foothills Golf Course. And they don't really have a plan for replacing that water.

So I think this whole thing is a very bad idea that's been hoisted on us after too many years. I realize this has been planned for 20 more -- more than 20 years, but I still (5) think that it went too far before they really started making their real plans. And too much happened, in the meantime, for them to come now and say, "Okay, this is where the road is

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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	**Section 4(f) and Section 6(f)**	
3	**Alternatives, Gila River Indian Community Alignment**	
4	**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.)
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

1 going."
2 And I think that's probably all I can say except,
3 "Boo."
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Code	Issue	Response

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

INCOMING CALL DATE:	INCOMING CALL TIME:
5/15/13	7:39 PM
CALLER: CHRISTOPHER J. PADDOCK	CALLER ADDRESS: 9739 S. GRANDVIEW DRIVE, TEMPE, AZ 85284
PHONE: 480-961-9153	EMAIL:

CALLER REMARKS/QUESTIONS:

I totally support the building of the South Mountain Freeway. I lived in south Tempe since 1984 and I think it's ridiculous that is hasn't been built and I would suggest that anyone that opposes it either from a financial interest or the to the contrary should be committed to the Arizona State Hospital. The freeway needs to be built. While I recognize that it won't be built until after I'm retired, but it's best for the economic growth of the valley for reasons of pollution, farm out concerns and traffic congestion. Thank you.

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: 1:00 PM CALLER: DAL PAGET CALLER ADDRESS: 5756 W. MARCONI AVE., GLENDALE, ARIZONA 85306 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I'm calling to let you know I support the building of the South Mountain freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

4310

1 the freeway -- the city or whatever. But anyway, thank
2 you.
3 * * *
4 MR. PALERMO: My name is Joe Palermo. I'm
5 in favor of the Loop 202 South Mountain Freeway. I
6 commute daily for work on the I-10 through downtown, and
7 I believe that the Loop 202 will significantly help the
8 flow of traffic through downtown.
9 Additionally, I believe that the traffic
10 that is stuck in idling in downtown contributes
11 significantly to the poor air quality of our metropolitan
12 area. And I believe that traffic will inevitably
13 increase over the coming years. And while we have this
14 opportunity to build the 202 freeway, we should proceed
15 forward, rather than be behind the curve and potentially
16 find ourselves in a gridlock situation.
17 Additionally, I am an environmental
18 consultant as my career. And I believe that this will
19 help me and my family with opportunity to potentially be
20 part of this important infrastructure project. And so
21 additionally I'm in favor of it, not only for reasons for
22 the city, but also for myself personally. Thank you.
23 * * *
24 MR. MARINO: Christopher Marino, and I'm
25 for the freeway. I have lived in Ahwatukee for since

Page 3

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

4391

Bay State Milling Company, 421 South 99the Avenue. I want to go on record fully supporting the South Mountain corridor freeway with the alignment, recommended alignment going down 59th Avenue. Thank you.

THE FACILITATOR: Thank you.

Reyes Medrano.

MR. MEDRANO: Good afternoon. Reyes Medrano, I'm the City manager of the City of Tolleson at 9555 West Van Buren. Mr. Burdick, good to see you, sir, it's been too long.

We're here to accompany Mr. Frank, who is one of our primary business partners and employers in Tolleson, and also to issue our support for the 59th Avenue alignment to intersect with the South Mountain freeway. Thank you.

THE FACILITATOR: Thank you.

If you'd like to speak, please go to the registration desk out front.

Joe Palermo.

1 MR. PALERMO: Good afternoon, gentlemen. My name is Joe Palermo, I want to speak on behalf of support for the Loop 202 freeway project. In my opinion, I travel the I-10 corridor daily to work and it's often very much a burden to me to see traffic at a complete standstill and gridlock in downtown. And in my opinion,

Code	Issue	Response
1		Comment noted.

Code	Comment Document

1 the traffic in this regional area is going to increase
2 over the coming decades and I feel like we have an
3 opportunity at this moment to mitigate what may be a
4 terrible transportation nightmare in a few short decades
5 if we don't act at this point. When I see semi-trucks
6 standing at idle at a dead stop on the freeway and I look
7 out and I see the haze and the air pollution in downtown,
8 I really don't believe that this is a sensible solution
9 to route a lot of that major transportation of goods
10 through the region, through the area around the downtown
11 area and out of that way where there's a lot of local
12 traffic that needs to get to and from work.
13 And additionally, I just see this, again, as an
14 inevitable, the traffic issues we're facing are going to
15 inevitably become worse over the coming decades. At this
16 point I really feel that ADOT has done an excellent job.
17 I've lived here in Phoenix for 15 years and I enjoy being
18 able to travel on the loop freeways, it's the I-10 that I
19 struggle with. And I really think we have an excellent
20 transportation system and we need to stay ahead of that
21 curve, so in that way I do support it.
22 Last point I'd like to make, I'm an
23 environmental consultant, I do work for metropolitan
24 areas as well as some work for ADOT, and this potential
25 freeway project is a great opportunity for me as a

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Code	Issue	Response

Code	Comment Document

1 businessman to be able to help assist for my company, for
2 us to personally be involved in this important work, to
3 support me and my family and support our region and our
4 city with the positive outcome of this project, so thank
5 you.
6 THE FACILITATOR: Thank you.
7 Jeff Krobot.
8 MR. KROBOT: Afternoon, thanks for giving me a
9 chance to talk. Quickly, I wanted to just voice my
10 support for building the 202. I've been in the Valley
11 for about 20 years now and I'd agree with the last
12 gentleman that ADOT has done a very good job with the
13 network of freeways. In that 20 years, I spent two years
14 not in the Valley and lived in some cities that ignored
15 the future transportation needs of their residents, and
16 then they were trying to build things later rather than
17 sooner. I'd like to avoid that and just support the 202
18 construction now. Thanks.
19 THE FACILITATOR: Thank you.
20 Please feel free to use either microphone when
21 you come up.
22 Mike Radack.
23 MR. RADACK: Hello. I'd like to voice my
24 approval of the building of the highway. I moved here
25 about nine years ago and actually moved from Denver,

Code	Issue	Response

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway
Date: Wednesday, May 22, 2013 10:54:00 AM

From: David Palladini [mailto:dpalladini418@yahoo.com]
Sent: Tuesday, May 21, 2013 10:19 AM
To: Projects
Subject: South Mountain Freeway

Dear ADOT officials
Interestingly enough I keep getting e-mails from We Build Arizona, an origination made up of investors and developers who support the building of the South Mountain Freeway. I have shared my opinion with them and received no reply from them, yet they continue to ask for my support. In their latest e-mail they provided this (your) e-mail and asked that I e-mail you in support of the project, I however will share with you the statement I sent to them.

This is the statement I sent them O 5/11/ 2013, originally there was an attached copy of the e-mail they had sent me asking for support.

I found this this in my in-box this morning, I went on to their web-sight and poked around. I was a little annoyed that they are portraying themselves as some sort of non profit taking donations to fund their cause under the guise of doing a greater good. When visiting the site their is a spot for contacting your elected officials, oddly enough it does not work, I was actually hoping to find out who is connected to this group. I did however find a contact us link, at,

http://www.webuildaz.org/contact-us/

This is the statement I sent them, wonder if I will get a response...

"As a concerned citizen, and a one who is native born, and was raised right here in Phoenix Arizona, I share many of the same concerns that you mentioned in the spam e-mail that your origination sent out. I grew up here in the valley of the sun and have watched it go through it's growing pains, both good and bad. Phoenix it's self has had a history of bulldozing it's own heritage and history in the name of progress. Some of this destruction was unavoidable, but most was just greed driven by developers. I also have some Native American heritage in me, and I am aware of the ongoing plight the

Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document
1 2	native people. So I am very alarmed that your spam mail makes no mention of the freeways plan to move through native lands. This is the biggest hold up for this project, yet you do not mention it, why? Until the concerns of the native people have been addressed I support them in delaying this project." This is how I feel about the SM project and I should hope that whatever action ADOT chooses that it will be done with respect in accordance with wishes of the native peoples and all of the responsibility expected of our appointed and elected officials. ***David Palladini*** 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	**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	**Cultural Resources**	

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: I support building the 202
Date: Monday, May 20, 2013 8:35:57 AM

From: Tyler Palmer [mailto:palmer.tyler@gmail.com]
Sent: Friday, May 17, 2013 9:24 PM
To: Projects; info@buildthe202.com
Subject: I support building the 202

1 I live in Laveen at 64th Ave and Baseline. I have been waiting for this freeway to be built since moving to Laveen 6 years ago. I believe this project will bring greater convenience and increased commercial development. I look forward to this project's speedy completion.

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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: 3:27 PM CALLER: MARYANNE PALMER CALLER ADDRESS: 7753 N. 17TH PLACE, PHOENIX, AZ 85020 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** Yes I do agree on this freeway. Hello.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

Patrick Panetta — Document Created: 7/9/2013 1:45:21 PM by Web Comment Form

As a previous member of the Ahwatukee Village Planning Committee, and alternate member of the South Mountain Citizen's Advisory Team, I know that these comments will be read but will in all likelyhood be disregarded. Nonetheless, I would like to get a couple of things on record regarding the Draft EIS.

1 First, per the MAG 2001 modeling (Figure 22, Page 39 of the 10/31/2002 draft report) the Trip Distribution projected for the facility indicates that just 7% of the traffic will enter/leave on I-10 to the west, and just 12% will do so to the south. The major justification for a full-fledged, 8-lane freeway is to relieve the congestion caused by the traffic moving through the city from one end of the urban area to the other. But these MAG numbers indicate that less than 20% of the vehicles on the SMF will be doing so. Another number in this projection is that 19% of the usage (or the same percentage as that of the anticipated through traffic), will be from Ahwatukee, the bulk of which will continue to utilize the stretch from 27th Avenue east to I-10 for the commute to downtown. That volume is already being easily accommodated by the existing four-lane Pecos Road "parkway" facility. (I would attach the graphic but no option was given to do so on this comment form).

2 Second, at the public meeting in May, a sign was displayed titled "Design Adjustments, Arizona Parkway Concept". The information on this sign is at best misleading, and at worse, patently false. The statement says that the parkway concept was "considered but eliminated from further consideration because it:
- would not help improve congestion;
- would not remove a sufficient amount of traffic from the arterial network;
- would not meet the proposed project's purpose and need."

Right next to these statements is a graphic showing that a parkway could accommodate 105,000 vehicles, while the corridor need was listed at 150,000 vehicles. So moving 105,000 vehicles along a parkway concept (70% of the projected need) would not help improve congestion, remove a significant amount of traffic from the arterial network, nor meet the proposed project's purpose of connecting the two sides of the valley and providing a downtown bypass option? Really? I think this would have been a perfectly acceptable compromise between ADOT and the local community but was summarily dismissed because it wasn't part of the original 1985 Transportation Plan.

3 I understand and support the need for an east-west connection south of town, but still believe a parkway concept, or even a hybrid solution of a parkway along the Pecos alignment to 51st Avenue, with a full freeway facility from there north to I-10 is still a viable, and preferable alternative that ADOT seriously needs to consider. It would be much cheaper for ADOT, less impactful to the Ahwatukee community, and would like eliminate the need to blast through South Mountain, as a smaller facility needs less room, and could potentially be palatable

4 enough the Gila River Indian Community to allow a small portion of it to reside on their land from 43d to 51st Avenue. And it would still be moving a significant amount of traffic around

Code	Issue	Response
1	**Traffic**	Information related to origins and destinations of motorists that would use the proposed freeway is presented in Figure 3-18 on page 3-36 of the Final Environmental Impact Statement. The definition of freeway users considers only those motorists who travel through the South Mountains; so, motorists who begin their trips in Ahwatukee Foothills Village and travel east to Interstate 10 (Maricopa Freeway) or motorists who begin in Laveen Village and travel north to Interstate 10 (Papago Freeway) are not counted in the analysis. The analysis of origins and destinations shows that 73 percent of travelers would be involved in trips beginning or ending in the Study Area or areas immediately surrounding it. Seven percent of the trips would begin, end, or begin and end outside of the Maricopa Association of Governments region; ten percent would either begin or end in Pinal County.
2	**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.
3	**Alternatives**	The Gila River Indian Community has not allowed the project team to consider alignments on its land, so extending Pecos Road to 51st Avenue is not feasible. A hybrid facility is not desirable because the transition points typically result in substantial bottlenecks to the system (an example on a smaller scale is State Route 143 transitioning into 48th Street). The comparison of travel demand served by the parkway and freeway considers eight-lane facilities for both. The parkway would include four lanes in each direction while the freeway would include three general purpose lanes and one high-occupancy vehicle lane in each direction. Therefore, the general width of the facilities would be relatively the same as they pass through the South Mountains, resulting in similar impacts. The proposed freeway is part of the multimodal *Regional Transportation Plan* (see Final Environmental Impact Statement page 1-5 for more information regarding the *Regional Transportation Plan*). 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 Draft Environmental Impact Statement page 1-13) and other facilities and programs in the *Regional Transportation Plan*. Even with these planned improvements, the proposed project remains a vital component of the Regional Freeway and Highway System.
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
	the valley. Couple this with the Broadway Curve widening local/express project, and the expanding Intelligent Transportation Systems infrastructure, and the targeted Levels of Service for the Regional Freeway system could be easily met. The SMF is the easy, yet most costly, disruptive, and uncreative solution to the projected transportation challenges.

Code	Issue	Response

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Build the South Mountain Freeway
Date: Wednesday, May 22, 2013 10:54:24 AM

-----Original Message-----
From: PARKER, BRAD [mailto:BPARKER@mesamaterials.com]
Sent: Monday, May 20, 2013 7:53 PM
To: Projects
Cc: info@buildthe202.com
Subject: Build the South Mountain Freeway

1 As a commuter from the East Valley to the West Valley each day I understand the importance of this project. This has been approved by the voters twice before and needs to be completed. The impact to our economy and quality of life will have a great benefit.

sent from my ipad

Brad J. Parker, P.E.
General Manager
Mesa Materials

_____

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Loop 202 - Comments
Date: Tuesday, July 23, 2013 8:13:47 AM

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: Dani Parker [mailto:parker_dj@msn.com]
Sent: Monday, July 22, 2013 3:45 PM
To: Projects
Subject: Loop 202 - Comments

Thank you for the opportunity to comment on the DEIS for the extension of Loop 202 along the Pecos Road alignment.

As a resident of Ahwatukee for 10 years, **I oppose** the construction of the freeway for the following reasons:

1 2 3 4 5 6 7 8 9 10 11

1. **Too expensive**. Twenty plus miles of light rail were constructed for $ 1.4 Billion. Less expensive mass transit options are available. $ 2.6 Billion plus is excessive.
2. **Destruction** of private property, existing homes, aquifers, water storage facilities and churches along Pecos road.
3. **Desecration** of South Mountain, an area culturally sensitive to the Gila River Indian Community.
4. **Loss of open space** in the public South Mountain Park area and impact to the ecosystems and wildlife habitats of the area.
5. Increased truck traffic and the accompanying **decrease in air quality** when the freeway is used as a Phoenix by-pass by long-haul truckers.
6. **Increased noise and pollution levels** when an additional 137,000 vehicles per day pass adjacent to Ahwatukee.
7. **Increased traffic** within Ahwatukee via Chandler Blvd. when now major access roads (such as 32nd St.) are eliminated.

Code	Issue	Response
1	**Design**	The cost estimates for the proposed freeway, as described on page 3-59 of the Final Environmental Impact Statement, were developed in accordance with accepted engineering practices by professional engineers. The project has been subject to multiple peer reviews of both the quantities and unit costs used in the estimate by the Arizona Department of Transportation, Federal Highway Administration, Maricopa Association of Governments, and their consultants. In each case, the estimate was found to be reasonable and accurate. 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. The funding for 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.
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	**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	**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. The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Water Resources to effectively mitigate well impacts associated with its projects throughout the region. The lakes in the Foothills area are supplied by two water sources: groundwater from wells and potable water supplied by the City of Phoenix. The lakes were designed with excess capacity that allows runoff to be stored. After a storm, water can be released at overflow points or be used to irrigate the golf course. (See text box on Final Environmental Impact Statement page 4-108.)
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.
6	**Section 4(f) and Section 6(f)**	
7	**Biology, Plants, and Wildlife**	
8	**Purpose and Need, Truck Bypass**	
9	**Noise**	
10	**Air Quality**	

(Responses continue on next page)

Code	Comment Document
12 13	8. **Loss of tax revenues** for the city of Phoenix resulting from conversion of currently assessed land to non-revenue generating parcels. Many of the negative issues identified in the DEIS are impossible to mitigate. The peace and tranquility of our Ahwatukee neighborhood is at stake if this extension is built. Dani J. Parker 1322 E. Wildwood Dr. Phoenix, AZ 85048 Sent from Windows Mail 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
11	**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).
12	**Economics, Socioeconomics**	Table 4-16 on page 4-56 in the Final Environmental Impact Statement displays anticipated reductions, by land use and by action alternative, for current land uses in Phoenix, Tolleson, and Avondale. Under future (at build-out—roughly 2035) land use conditions and with the proposed action implemented, no substantial changes in the taxable land base (Final Environmental Impact Statement Tables 4-21 and 4-22 on pages 4-61 and 4-62, respectively) are anticipated. Low-intensity land uses like agricultural will transition to commercial, industrial, and residential uses. The freeway and continuing growth would likely create greater tax revenue impacts because of the higher anticipated intensity of land use.
13	**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	Wesley Parks Document Created: 5/21/2013 2:04:20 PM by Web Comment Form I am for the construction of the Loop 202. The Loop 202 South Mountain Freeway will improve traffic flow, reduce emmission from congested freeways, and bring much needed work to the Valley.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Loop 202 South Mountain Freeway
Date: Thursday, June 27, 2013 1:20:03 PM

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: Lisa Parks [mailto:parks.lisamarie@gmail.com]
Sent: Wednesday, June 26, 2013 2:55 PM
To: Projects
Subject: Loop 202 South Mountain Freeway

Dear Arizona Department of Transportation:

1 2 3 4

The extension of the South Mountain Freeway would negatively impact our city and I'm absolutely opposed to it. Building more roads only leads to more congestion, which is known as induced demand. We need to find a way to reduce the dependency on cars, lessen sprawl and reduce pollution, instead of increasing all of these needless things. Public transportation options and bicycle lanes can do so much more than a freeway without the heartbreaking need to sever South Mountain.

"If you plan cities for cars and traffic, you get cars and traffic. If you plan cities for people and places, you get people and places." - Fred Kent, Founder of Project for Public Spaces

Thank you for your consideration.

Sincerely,

Lisa Parks

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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).
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**	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.
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.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Loop 202 Western Expansion
Date: Thursday, July 11, 2013 8:28:31 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: Katherine Parks [mailto:katparks@gmail.com]
Sent: Wednesday, July 10, 2013 9:52 PM
To: Projects
Subject: Loop 202 Western Expansion

Dear Ladies and Gentlemen,

While I wholeheartedly agree that the final stage of the Loop 202 is completed, I am very concerned by the proposals that would come right up against (Or directly over) 63rd Ave.

1 Having spent time as a dispatcher, and having a brother who was a truck driver, the best routes would be one of the three W101 routes, even though they would cost more. I would certainly be willing to pay a bit higher State Taxes to help accomplish this goal. This would
2 enable a high number of semi tractor/trailers coming from CA to bypass the downtown areas, as they head to Ahwatukee, Chandler, and beyond.

3 My main concern is along 63rd Ave, which may be affected by both the 59th Ave and 71st Ave routes. There is a very high achieving Charter School at 63rd Ave and Southern, and their entire existence is in jeopardy with either of those projected routes. Not to mention the Principal and a couple of the teachers also live very close to the school, as do a high percentage of their students. Speaking of their students, these kids continuously rank high in their AIMS scores every year. I have met many of their students who accompany their Life Sciences teacher to meetings with the Arizona Herpetological Association, where I was a board member and their teacher is a current board member. These kids are amazingly knowledgeable regarding their native wildlife, and it is because of their teacher. Mr. Burge is the kind of teacher that I wish every student could have for their STEM-based classes, not just science, but technology, engineering and mathematics. Mr. Burge is not the only "infectious" teacher creating voracious learners at Country Gardens Charter School, there are several others that are just as creative and imaginative, keeping their students actively engaged in learning every step of the way. They also have a high number of their graduates going on to college. The routes that come the closest to this school would endanger the best chance at a complete education that these students have.

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**	
3	**Design**	The alignment of the W59 Alternative had not been changed in the area of the Country Garden Charter School. The freeway would not directly affect the school, but would run just east of the school. Design of each action alternative, while completed to an equivalent level, is still preliminary and subject to change because designs would be further refined. The Arizona Department of Transportation would work with businesses during the design phase to identify ways to minimize property impacts that allow the business to continue operations.

Code	Comment Document

Sincerely,

Katherine Parks
1649 S 80th St
Mesa, AZ 85209
480-703-8907

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Code	Issue	Response

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Let"s build 202
Date: Monday, May 20, 2013 1:08:01 PM

From: Parsa, Ferial [mailto:Ferial.Parsa@CenturyLink.com]
Sent: Monday, May 20, 2013 11:15 AM
To: Projects
Subject: Let's build 202

1 I am in favor of building 202.

Please cupport it.

Ferial Parsa

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	

From: Projects
To: ADOT
Subject: FW: Build the South Mountain Freeway
Date: Wednesday, May 15, 2013 4:40:26 PM

From: John Parsons [mailto:Jdparsons@sundt.com]
Sent: Wednesday, May 15, 2013 4:36 PM
To: Projects
Cc: info@buildthe202.com
Subject: Build the South Mountain Freeway

Please Build the South Mountain Freeway

SUNDT

John D. Parsons, CPA, CTP
Employee Owner
Assistant Treasurer
The Sundt Companies, Inc.
2015 W. River Road, Suite 101
Tucson, AZ 85704
Phone (520) 750-4631
Fax (520) 750-4520
jdparsons@sundt.com

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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: 5:18 PM CALLER: PAULY PARSONS CALLER ADDRESS: 10445 W. FLOWER STREET, AVONDALE, AZ 85392 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I want to leave a message in support of the South Mountain Freeway. I have voted for it and think it would of benefit to the community and traffic time-savings, and congestion. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1 2	Rakesh Patel Document Created: 5/21/2013 2:42:11 PM by Web Comment Form ABSOLUTLEY NOT. I have lived in the Foothills for over 18 years and have seen growth (some good/ some bad) but never have i seen so much of tax payer money being spent towards a project which does need to happen. I think ADOT can find other needy projects to focus their attention on.

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**	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
	Jay Patel — Document Created: 7/21/2013 3:34:42 PM by Web Comment Form
1	The South Mountain Freeway proposal is out dated. It was put together in the mid
2	eighties and the greater Phoenix area has changed significantly since that time. The proposed W59 does not make sense for today. For example, the proposal recommends the 59th avenue alignment which dumps traffic right in the middle of the city, instead of the
3	outskirts. The W71 is a better alternative since it would tie in with Loop 101. However, to meet the growth of the Phoenix area, and address air quality issues, the EIS needs to study the I8 / SR 85 corridor as an alternative. Therefore, the EIS is incomplete since it does not consider building out the I8 / SR 85 route as a viable alternative. A freeway is needed, however, it is being proposed in the wrong place.
	The current W59 proposal has considerable issues which much be addressed. For example:
4	1) The current alignment calls for the destruction of ridges within South Mountain. South
5	Mountain is a sacred site for the Gila River community. There are archeological sites which would be affected by the proposal. Destroying the site is culturally insensitive. Moreover, the current recommendation would fragment habitats for potentially endangered species like the Tortoise.
6	2) The proposed route has safety and security issues. For example, there will exist a tank
7	farm close to the freeway. Also, trucks using the freeway would be carrying hazardous materials which would put the community at risk. To address this, the community would need shelters, sirens, emergency plans, evacuation training in the nearby schools, gas masks, etc. which the EIS has not studied in detail. There is also the potential of fire in South Mountain due to an increase of traffic in the area.
8	3) The current W59 proposal will interact with the greatest number of hazardous materials sites which must be cleaned up. This is a very risky and expensive endeavor.
9	4) The proposed W59 alignment will not do anything to address air quality, it will just
3	redistribute pollutants. Therefore, the I8/ SR 85 route makes better sense and needs to be part of the EIS study.
10	5) The proposed alignment has significant engineering challenges. For example, massive
11 12	ridges will need to be cut in South Mountain, there is a water well in the middle of Pecos which serves the golf courses, and there are electric transmission lines which need to be addressed. All this will add significant costs to the tax payers.
13 14	6) For the existing residences near the proposed freeway, noise will be an issue. It is
15	predicted that noise levels will be between 59 and 70 DBs, Mitigation needs to be provided at 64 DBs. The 20 ft sound walls will not be able to abate the noise, especially when you consider that trucks will rev their engines to climb grades and use "jake brakes" to slow down.

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, W59 Alternative Versus W101 Alternative**	
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	**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.
5	**Biology, Plants, and Wildlife**	
6	**Alternatives**	The alignment of the W55 Alternative was shifted west onto 59th Avenue in 2009 to take advantage of the existing right-of-way that the Arizona Department of Transportation already owned and to reduce cost and business displacements. This shifted alignment (called the W59 Alternative) would connect to Interstate 10 at an existing service traffic interchange. Among the advantages (listed on page 3-68 of the Draft Environmental Impact Statement) of this alignment shift is its preferability "from a security perspective because it would be farther from the petroleum storage facilities at 51st Avenue and Van Buren Street."
7	**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.
8	**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 Draft Environmental Impact Statement page 4-153). The Arizona Department of Transportation maintains a process for addressing these issues in accordance with all applicable environmental laws and regulations.

(Responses continue on next page)

Code	Comment Document
16	7) The visual aspect of the study does not consider billboards. Illuminated billboards will affect visual quality both during the day and night. There is a great potential for billboards since they already exist on the Gila River community near the current Loop 202; therefore, one can expect that there will be billboards next to the W59 alignment.
17	8) The W59 proposal will destroy homes and a Church. This will affect the fabric of the community and there are no good alternatives to move the growing Church. Moving a growing Church's congregation is not a trivial task and the replacement costs must be considered.
3	In summary, the EIS has a significant deficiently in that it does not study the I8/ SR 85 as an alternative which would alleviate many of the social, cultural, economic and environmental issues posed by the proposed W59 alignment.

Code	Issue	Response
9	**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.
10	**Construction**	The Arizona Department of Transportation is experienced in successfully designing, engineering, and constructing steep road cuts. The road cuts would be similar—but deeper—than the deepest ones along State Route 51, north of Phoenix. Similarly deep and steep ones are near Hoover Dam on U.S. Route 93 (see Figure 5-10 on Draft Environmental Impact Statement page 5-17 for details regarding the dimensions of the proposed road cuts to the ridges of the South Mountains).
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. The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Water Resources to effectively mitigate well impacts associated with its projects throughout the region. The lakes in the Foothills area are supplied by two water sources: groundwater from wells and potable water supplied by the City of Phoenix. The lakes were designed with excess capacity that allows runoff to be stored. After a storm, water can be released at overflow points or be used to irrigate the golf course. (See text box on Final Environmental Impact Statement page 4-108.)
12	**Utilities**	Utilities are discussed beginning on page 4-174 of the Final Environmental Impact Statement, and a summary of major impacts is provided in Table 4-52 on page 4-175. The high-voltage power lines located just south of Pecos Road that run east–west would not be adversely affected by the proposed freeway. They would remain as-is.
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	**Noise**	Noise barriers are designed to provide a substantial reduction in noise levels along freeways, but do not and cannot eliminate noise from passing into nearby neighborhoods. Just because noise can be heard does not mean that noise barriers are ineffective. Even at the levels considered "acceptable" by the Arizona Department of Transportation Noise Abatement Policy and Federal Highway Administration regulations, noise is still readily audible and can be heard for some distance from the freeway.
15	**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
16	**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.
17	**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: South Mountain Freeway EIS Comments
Date: Monday, July 22, 2013 8:47:32 AM

FYI

From: Jay Patel [mailto:iamsejal@msn.com]
Sent: Sunday, July 21, 2013 1:39 PM
To: Projects
Cc: jayzx6@hotmail.com
Subject: South Mountain Freeway EIS Comments

Comments were also sent via the ADOT Site.

1 The South Mountain Freeway proposal is out dated. It was put together in the mid eighties and the greater Phoenix area has changed significantly since that time. The proposed W59 does not make sense for today. For example, the proposal recommends the 59th avenue alignment which dumps traffic right in the middle of the city, instead of the outskirts. The
2 W71 is a better alternative since it would tie in with Loop 101. However, to meet the growth of the Phoenix area, and address air quality issues, the EIS needs to study the I8 / SR 85
3 corridor as an alternative. Therefore, the EIS is incomplete since it does not consider building out the I8 / SR 85 route as a viable alternative. A freeway is needed, however, it is being proposed in the wrong place.

The current W59 proposal has considerable issues which much be addressed. For example:

4 1) The current alignment calls for the destruction of ridges within South Mountain.
5 South Mountain is a sacred site for the Gila River community. There are archeological sites which would be affected by the proposal. Destroying the site is culturally insensitive. Moreover, the current recommendation would fragment habitats for potentially endangered species like the Tortoise.
6 2) The proposed route has safety and security issues. For example, there will exist a tank farm close to the freeway. Also, trucks using the freeway would be carrying
7 hazardous materials which would put the community at risk. To address this, the community would need shelters, sirens, emergency plans, evacuation training in the nearby schools, gas masks, etc. which the EIS has not studied in detail. There is also the potential of fire in South Mountain due to an increase of traffic in the area.
8 3) The current W59 proposal will interact with the greatest number of hazardous materials sites which must be cleaned up. This is a very risky and expensive endeavor.
9 4) The proposed W59 alignment will not do anything to address air quality, it will just
3 redistribute pollutants. Therefore, the I8/ SR 85 route makes better sense and needs

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, W59 Alternative Versus W101 Alternative**	
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	**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.
5	**Biology, Plants, and Wildlife**	
6	**Alternatives**	The alignment of the W55 Alternative was shifted west onto 59th Avenue in 2009 to take advantage of the existing right-of-way that the Arizona Department of Transportation already owned and to reduce cost and business displacements. This shifted alignment (called the W59 Alternative) would connect to Interstate 10 at an existing service traffic interchange. Among the advantages (listed on page 3-68 of the Draft Environmental Impact Statement) of this alignment shift is its preferability "from a security perspective because it would be farther from the petroleum storage facilities at 51st Avenue and Van Buren Street."
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8	**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 Draft Environmental Impact Statement page 4-153). The Arizona Department of Transportation maintains a process for addressing these issues in accordance with all applicable environmental laws and regulations.

(Responses continue on next page)

Code	Comment Document
	to be part of the EIS study.
10	5) The proposed alignment has significant engineering challenges. For example, massive ridges will need to be cut in South Mountain, there is a water well in the middle of Pecos which serves the golf courses, and there are electric transmission lines which need to be addressed. All this will add significant costs to the tax payers.
11 12	
13 14	6) For the existing residences near the proposed freeway, noise will be an issue. It is predicted that noise levels will be between 59 and 70 DBs, Mitigation needs to be provided at 64 DBs. The 20 ft sound walls will not be able to abate the noise, especially when you consider that trucks will rev their engines to climb grades and use "jake brakes" to slow down.
15	
16	7) The visual aspect of the study does not consider billboards. Illuminated billboards will affect visual quality both during the day and night. There is a great potential for billboards since they already exist on the Gila River community near the current Loop 202; therefore, one can expect that there will be billboards next to the W59 alignment.
17	8) The W59 proposal will destroy homes and a Church. This will affect the fabric of the community and there are no good alternatives to move the growing Church. Moving a growing Church's congregation is not a trivial task and the replacement costs must be considered.
3	In summary, the EIS has a significant deficiently in that it does not study the I8/ SR 85 as an alternative which would alleviate many of the social, cultural, economic and environmental issues posed by the proposed W59 alignment.
	Jay Patel
	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	**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.
10	**Construction**	The Arizona Department of Transportation is experienced in successfully designing, engineering, and constructing steep road cuts. The road cuts would be similar—but deeper—than the deepest ones along State Route 51, north of Phoenix. Similarly deep and steep ones are near Hoover Dam on U.S. Route 93 (see Figure 5-10 on Draft Environmental Impact Statement page 5-17 for details regarding the dimensions of the proposed road cuts to the ridges of the South Mountains).
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. The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Water Resources to effectively mitigate well impacts associated with its projects throughout the region. The lakes in the Foothills area are supplied by two water sources: groundwater from wells and potable water supplied by the City of Phoenix. The lakes were designed with excess capacity that allows runoff to be stored. After a storm, water can be released at overflow points or be used to irrigate the golf course. (See text box on Final Environmental Impact Statement page 4-108.)
12	**Utilities**	Utilities are discussed beginning on page 4-174 of the Final Environmental Impact Statement, and a summary of major impacts is provided in Table 4-52 on page 4-175. The high-voltage power lines located just south of Pecos Road that run east–west would not be adversely affected by the proposed freeway. They would remain as-is.
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	**Noise**	Noise barriers are designed to provide a substantial reduction in noise levels along freeways, but do not and cannot eliminate noise from passing into nearby neighborhoods. Just because noise can be heard does not mean that noise barriers are ineffective. Even at the levels considered "acceptable" by the Arizona Department of Transportation Noise Abatement Policy and Federal Highway Administration regulations, noise is still readily audible and can be heard for some distance from the freeway.
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(Responses continue on next page)

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Code	Comment Document

Rakesh & Raju Patel
19 year residents of Ahwatukee Foothills
PARC Member

Summerhill sub-division
14630 South 1st Street
Phoenix
AZ. 85048

June 11, 2013

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

ref: Indignation at the proposed Loop 202 South extension

To whom it may concern,

1 With reference to the above mentioned project I would like to voice my objections and utter disgust to the proposed TRUCK BYPASS through the community we have been a part of for the last nineteen years.

2 3 4 5 6 7 8 Outside of wasting valuable tax payer dollars, the total disregard of native American heritage, tearing down houses of worship, displacing homeowners and creating nuisance in the form of noise and air pollution, ADOT has completely failed to realize that its strategic plans laid out well over two decades ago may have been relevant then but have now become an ill-conceived disaster.

I was unfortunate enough to have attended the recent presentation/ public meeting ADOT held in the Phoenix Convention Center where the 'gangs' of green 'T' shirt members (pro Loopers) walked around intimidating anyone with an opinion differing from that of ADOT. I saw a lot of information on the 'proposed benefits' of this Loop extension including videos of how tranquil an 8 lane highway will be having an almost zero impact on the adjacent communities but nowhere did I see any upfront assessment of the disadvantages this will bring:

5 9 3 10 11 12 13 14

1. Noise pollution
2. Impact of air quality on the schools which are within 500 feet of the highway
3. Destruction of sacred Native American lands
4. Overpasses blocking open views for adjacent residents
5. Increase in crime
6. Valuation decreases in home prices
7. Loss of public space/ usage - Pecos Road is always being used by cyclists and the adjacent lands are used by the local high school for their cross country training
8. Inevitable introduction of everything we abhor (bill boards/ trash etc.)

I hope ADOT has the willingness and fortitude to stop the Loop 202 expansion and realize that the impact on the community is a price not worth paying.

Rakesh & Raju Patel
(Jay Patel - son aged 12)
(Nina Patel – daughter aged 14)

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	**Purpose and Need, Lack of Support**	
3	**Cultural Resources**	
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	**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**	
7	**Purpose and Need, Old Plan or Use of Old Data**	
8	**Alternatives**	The information presented at the public hearing was a summary of the content of the Draft Environmental Impact Statement. Information related to impacts or disadvantages of building the proposed freeway is presented throughout the Draft Environmental Impact Statement.
9	**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.
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 the geometrics of 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 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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12	**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.
13	**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.
14	**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.

Code	Comment Document

From: Thomas Patno
To: Projects
Subject: Impact of Loop 202 Freeway on The Foothills--questions
Date: Monday, June 03, 2013 8:03:56 AM

Hello:

1 Will Pecos road still exist? Will the freeway exist where Pecos road currently exists? Will there be a frontage road?

How far north will the road and any associated features (embankments, noise barriers, foliage, frontage road, etc.) extend?

2 Where will the freeway exits along what is currently Pecos Road be (Desert Foothills Parkway, 24th St, 32nd St, etc.)? How far apart will the exits be?

3 I am having difficulty determining how the air quality in my neighborhood will be changing due to this project. I live just north of Frye Road and west of Desert Foothills Parkway. Please tell me how the air quality will be affected by this freeway.

4 Has anybody proposed taking on the cost of removing the trash from the Gila River Community (paid for by the State of Arizona or Maricopa County or City of Phoenix or a combination of all 3) in exchange for their promise not to burn on their property? Would this perhaps be considered as an "equivalent" exchange for the air pollution that will be occurring due to the freeway?

5 6 7 Also, how will noise impact my home (see my address below)? I understand there can be constructive and destructive acoustic patterns, how will you ensure I don't get a "bad bounce" (constructive acoustics) from the freeway noise pollution?

Regards,
Thomas Patno

16029 S 10th Place
Phoenix, AZ 85048

---------- Forwarded message ----------
From: <mrenfro@rossmar.com>
Date: Sun, Jun 2, 2013 at 9:43 AM
Subject: Impact of Loop 202 Freeway on The Foothills
To: thomaspatno@gmail.com

June 2, 2013

Attention Foothills Community Association Residents,

ADOT (Arizona Department of Transportation) will be holding a series of 6 community forums on the

Code	Issue	Response
1	**Design**	Pecos Road would not exist after construction of the South Mountain Freeway were completed, if an action alternative were the Selected Alternative. The alignment of the proposed freeway is just north of the existing Pecos Road alignment. There is no frontage road currently proposed in the E1 Alternative. A minimum of 10 feet is provided between the Arizona Department of Transportation right-of-way and the proposed roadway embankments and/or associated features.
2	**Design**	The traffic interchange locations for the proposed freeway along the Pecos Road section are 40th Street, 24th Street, Desert Foothills Parkway, and 17th Avenue (see Figure 3-28 on Final Environmental Impact Statement page 3-51). They are spaced between 1.5 and 2 miles apart.
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	**Air Quality**	The proposal in the comment is outside the scope of this project.
5	**Design**	Aerial maps showing the proposed freeway (W59 and E1 Alternatives) are accessible through the project Web site, <azdot.gov/southmountainfreeway>.
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	**Noise**	Acoustic principles of constructive and destructive interference refer to sounds of pure tone, with a single frequency and phase. Traffic noise, however, is not a pure tone and is a compilation of many frequencies and phases, so the concepts of constructive and destructive interference do not apply to traffic noise.

Code	Comment Document

proposed 202 freeway that will effect The Foothills communitybeginning June 4th . These forums will provide additional opportunities for members of the public to comment on the Draft Environmental Impact Statement for the proposed South Mountain Freeway. While these forums are not formal public hearings and will not include presentations, they will allow members of the public to view the study video, talk with technical experts about the draft environmental impact statement and provide comments to a court reporter.

These forums may be your final opportunity to see the data that is being used to justify this freeway. Regardless of how you feel about this freeway, it is in your best interest to be totally informed about the pros and cons of this project and how it will affect life in The Foothills.

For more information on the draft environmental impact statement or the community forums for the South Mountain Freeway, please visitazdot.gov/SouthMountainFreeway

Please see the below information from ADOT with the dates and times of the upcoming forums.

South Mountain upcoming community forums

Six community forums provide opportunity to comment on proposed freeway

PHOENIX — A series of six community forums will be conducted by the Arizona Department of Transportation beginning June 4 to provide additional opportunities for members of the public to comment on the Draft Environmental Impact Statement for the proposed South Mountain Freeway. While these forums are not formal public hearings and will not include presentations, they will allow members of the public to view the study video, talk with technical experts about the draft environmental impact statement and provide comments to a court reporter.

Forums will be held:
-June 4, 4 p.m. to 7 p.m. at Sunridge Elementary School – Cafetorium, 6244 W. Roosevelt St. in Phoenix.
-June 18, 4 p.m. to 7 p.m. at The Foothills Golf Club – Saguaro Room, 2201 E. Clubhouse Drive in Phoenix.
-June 22, 9 a.m. to noon at the Komatke Boys and Girls Club, 5047 W. Pecos Road on the Gila River Indian Community.
-June 25, 11 a.m. to 2 p.m. at the Windmill Suites – Arizona Ballroom, 3535 W. Chandler Blvd. in Chandler.
-July 9, 4 p.m. to 7 p.m. at the Laveen Education Center – Boardroom, 5001 W. Dobbins Road in Laveen.
-July 11, 11 a.m. to 2 p.m. at the Hilton Garden Inn Phoenix/Avondale – Ballroom, 11460 W. Hilton Way in Avondale.

The project's study team will incorporate input gained from comments to produce the final environmental impact statement, which will have a 60-day public review period. A record of decision is expected in 2014.

Code	Issue	Response

Code	Comment Document
	Those with comments about the proposed South Mountain Freeway don't need to wait until a community forum – comments are currently being accepted through July 24, via these channels: -Providing input by email at projects@azdot.gov -Submitting online comments at azdot.gov/SouthMountainFreeway -Calling 602.712.7006 -By mail to the South Mountain Study Team, 1655 W. Jackson St. MD 126F, Phoenix, AZ 85007 For more information on the draft environmental impact statement or the community forums for the South Mountain Freeway, please visitazdot.gov/SouthMountainFreeway. mc: 16383

Code	Issue	Response

Code	Comment Document

4380

ahead and proceed with this project. This project has been approved several times and has the overwhelming support, based on recent polls, and I think it'll be a great benefit to our community. Thank you.

THE FACILITATOR: Thank you.

Ana Morago?

Tiffany Reddy.

MS. REDDY: Good afternoon. My name is Tiffany Reddy and I just wanted to come and show my support for South Mountain freeway. The congestion for the commuters in Phoenix has long been a problem for our community and I think it would greatly help our residents in Phoenix. Also, I love the idea of bringing 30,000 jobs to our community and to our people here in Phoenix, so we're in big support. Thank you.

THE FACILITATOR: Thank you.

If you'd like to speak and have not yet registered, please go out to the front registration table.

Chris Pattock. Could I ask you to use this microphone, please.

MR. PATTOCK: Sure. Thank you. My name is Chris Pattock, I'm a Tempe resident, I work downtown, I'm a lawyer. I'm not prepared to do this, I just got a phone call last night, apparently someone knew that I was

Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document

1 in favor of the freeway, and I just want to put in my two
2 cents.
3 I've lived in either West Chandler or South
4 Tempe since December of 1984, and lack of a freeway has
5 encouraged me to ride a bicycle two days a week. But I
6 know that's probably not the best means of transportation
7 for most people and I would -- I strongly support the
8 freeway for all the normal reasons and I'm appalled that
9 it hasn't been built. It wasn't built many years ago,
10 obviously, has many environmental benefits. Congestion
11 is appalling. As a large metropolis, I'm appalled that
12 we haven't built this long ago. Obviously, it has great
13 economical value and it's clear to me, I think it's clear
14 to everybody that the people that are opposed to this are
15 basically NIMBYs, not in my backyard. I strongly support
16 this building, although it'll probably never benefit me,
17 by the time it's built I'll be retired or at least close
18 to it. I strongly encourage -- by the way, I formerly
19 used to represent ADOT as a client when I worked for the
20 Attorney General's Office -- to move ahead with the
21 freeway with all deliberate speed and do whatever it
22 takes to build it. Thank you very much.
23 THE FACILITATOR: Thank you.
24 Allen Mills.
25 If your name is on the list and you're going to

1

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Paris Pavlidis Document Created: 7/10/2013 4:24:27 PM by Web Comment Form It will help us get to Laveen from Mesa airport much easier if there was such a free way Thank you

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	David Pawlowski Document Created: 5/21/2013 5:05:02 PM by Web Comment Form The Loop 202 is an integral part of the future to grow and build Maricopa County. In turn with future population growth (of out of state baby boomers) we will benefit by the Loop 202 Freeway. I recommend the 59th Ave location along with the Pecos Rd location. The freeway will cut traffic congestion across the metro area, reduce air pollution and save drivers time and money. Majority of the population recommend the future freeway. The Loop 202 with enhance sustainability for the entire Maricopa County Community. The 202 freeway will create 30,000 jobes durning the 5 to 6 year construction period. The is no more important project to the areas commuters and workers than the South Mountain Project. We need to build the freeway now!

Code	Issue	Response
1		Comment noted.

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.

My house is very close to the proposed Fwy interchange at Pecos & Desert Foothills pkwy.
I have owned it for 17 years & bought because of rural environment.
(1) I believe my family's quality of life will
(2) be severely affected by the proposed freeway
(3) in terms of increased health risks due to emissions caused by trucks & 3x traffic going past my house. Air pollution in my area will greatly increase beyond current levels.
(4) I am also concerned with noise levels. I love the quiet neighborhood.
(5) Pecos road is completely unsuitable as a freeway. Please don't build it!!! ⇒

Optional

Name: Valerie Paxton Email: valeriepaxton@gmail.com
Address: 1243 E Glenhaven Dr.
City: Phoenix State: AZ Zip: 85048
Phone: 602 999-4339 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	**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	**Alternatives, E1 Alternative**	

Code	Comment Document

LOOP 202
South Mountain
Freeway Study

Draft Environmental Impact Statement
COMMENT FORM

Additional Comments:

6 7

I will have to sell my house because of noise + pollution. I just completed a renovation! A very expensive renovation.

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
6	**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.
7	**Acquisitions and Relocations**	By law, the State must pay market value for real property acquired. Market value is determined by an independent appraiser. Additional information about the property acquisition process is available on the Arizona Department of Transportation's Web site, in the Right-of-Way Group Acquisition, at <azdot.gov>.

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

INCOMING CALL DATE:	INCOMING CALL TIME:
6/11/13	3:48 PM
CALLER RON PAYNE	CALLER ADDRESS: 10829 HUTTON DRIVE, SUN CITY, ARIZONA
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

I think the freeway would be quite a benefit. It would take a lot of traffic, and I mean big traffic like trucks and travelers going east of Phoenix toward Tucson and on beyond that. I think it would alter the truck routes to the point where it would help traffic in downtown Phoenix and the overall traffic I think would be better. I hope it does get passed, but I don't want to disrupt the Indian reservations. I think it could be worked out but the thing of it is, I think some people will have to do a little bit more adjusting. But anyway, I think it's a great plan and should be in effect. 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: 7/23/13 INCOMING CALL TIME: 12:03 PM CALLER: JOHN PAYNE CALLER ADDRESS: 1434 EAST FAIRVIEW STREET, GILBERT, ARIZONA 85295 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** Hi, I support the South Mountain freeway. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: 202 **Date:** Wednesday, May 15, 2013 11:12:07 AM --- -----Original Message----- From: Ryan Pearson [mailto:ryanpearson32@yahoo.com] Sent: Wednesday, May 15, 2013 11:01 AM To: Projects Subject: 202 Let's build it. 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: Kim Pearson
To: Projects
Subject: Comment on the DEIS
Date: Tuesday, July 23, 2013 9:08:21 PM

To whom it may concern,

I was born and raised in Phoenix. As a kid, my mom would drive us to South Mountain to go hiking and look out over the city. Recently, I have been hiking there and have marveled at the beauty it adds to our city. I am not surprised that this place is sacred to native groups in the area. I have also worked in community relations in that area, and enjoy the peacefulness of the fields and towns. I didn't know much about the proposed Loop 202 extension until now and I am writing to register my opposition against this project for several reasons. To begin with, I (1) believe the very idea of building another freeway out west is antithetical to the goals of providing a good future for the generations to come. Just as importantly, this (2) project demeans the Gila River Indian Community (GRIC) by desecrating a place that is sacred to them and bringing environmental destruction. Throughout I give suggestions as to what ADOT should do so that the public can make an informed decision.

Assumption that major population growth is Maricopa County's only means of survival, vs. improving quality of life in older, already developed areas, many of which are rapidly deteriorating (in part because freeways are so heavily relied-on for (3) (4) (5) supporting growth that added congestion worsens air quality, noise, creates physical barriers between communities that limit access to services/amenities). This is especially problematic, because there is no sense that "maturation" of MAG transportation infrastructure is on the horizon. Freeways are built to relieve congestion from growth that previous freeways created. This predates freeways; expansion of Phoenix's arterial street network with rapid annexation had the same effect (and spurred notions that freeway growth would solve this). The issue throughout Phoenix's history, which spread to most other MAG members, is that city/regional administration fails to seriously consider the existing built environment and its need for continual renewal as it ages. ADOT needs to justify why we (6) shouldn't instead be spending the money set aside for this project on urban transportation renewal. Having lived in Phoenix for a long time, I know there is a further need for public transit and road improvement. Why exactly do we plan on seeing such a huge population growth outside of the urban core? What alternative growth patterns could we develop? All in all, building up vs. out is cheaper and can result in a higher quality of life for people of Phoenix.

(7) This project gives freeways precedence as a way to create urban sprawl vs. mitigating travel time within neighborhoods by building density. The same year MAG regional transportation plan was approved, 1985, Phoenix's "Urban Village" planning system was adopted. The former thrived, while the latter today is something of a joke. The Urban Villages model's implementation of compact "village cores" that support a localized jobs-housing balance is so underutilized in some parts of Phoenix that freeways remain the only viable means of travel to employment/amenities. Further, development of Phoenix's newer "villages" is so heavily reliant on freeways that the designated "cores" of the Laveen and Estrella villages within the case study area--zoned for development since early last decade--will not exist until the Loop 202 is completed. Consistent with Phoenix's growth since the postwar era, most MAG cities blithely build out into areas that are barely accessible by automobile, aware

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	**Cultural Resources**	
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	**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	**Alternatives, Nonfreeway Alternatives**	
7	**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
8 9 10 11 12 13 14 15 2 16 17 1	that a new freeway link will eventually save them. This is not sustainable. Taxpayers should not be funding projects based on development models that are outdated, not aligned with current needs to conserve natural and financial resources across the board. Why should people have to drive more to go to work, to get home, to go to the grocery store? This project will bring negative quality of life to people who will live in these houses that the Loop 202 will give access to. Please have the report explicitly describe the reason this extension is proposed to be built. Who is deciding on building these new population centers? Which municipalities have given permission? Do the developers receive tax breaks? Relatedly, we the public need to know more, explicitly about how the project will socially and environmentally impact the GRIC and other groups. The Loop 202 extension is situated in an area that is effectively "landlocked" (no added growth beyond GRIC boundary->somewhat more resistant to increased congestion over time than I-10, etc), but it brings environmental harm and symbolic violence to the GRIC, who never asked for it. This is arguably a minor link of the regional transportation system, but it is as much a symbol of environmental racism as the region's older freeways, which literally cut communities in half. It unjustly values one set of landholders over another. It dismisses the GRIC's concerns as petty. I am concerned that the report does not address the displacement of GRIC homes and does not identify an evacuation route in the event of a biohazardous incident. Meanwhile, the report does not visually depict the loss of agricultural land in the Laveen and Gila areas. Culturally, ADOT needs to visually represent the prehistoric sites visually disrupted by proposed construction. After this research and visual development is undertaken, the information needs to be distributed in the community. Loop 202 (along with 303) also threatens the region's resilience to climate change and worsens the urban heat island effect. It encourages the development (propagation of impervious surfaces) of much of the remaining agricultural land which, had it been introduced in the region's past, would have remained an environmental amenity for MAG cities. "Urban Villages" like Estrella and Laveen have been planned to grow around freeways, rather than coexist with agriculture. This project weakens incentivization of public transit/transit-oriented development by municipal governments because the nature of growth in the areas affected is one reliant on single-passenger auto ownership (SFR land-use). The DEIS needs to investigate the urban heat island effect in relation to this project. It also needs to model what impact this project would have on climate change, with the increase number of automobiles that would be on the road. Again, this project isn't mitigating crowding, it's simply adding a new freeway so that more people can drive to developments built far from the urban core. All in all, I reject the proposed need for this type of project and also am pointing out the detrimental impacts it will have on the environment, the GRIC, and other communities. Sincerely, Kim Pearson

Code	Issue	Response
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.
9	**Purpose and Need**	Data, inputs, and model results were appropriately used throughout the environmental impact statement process. The Final Environmental Impact Statement—particularly in Chapter 1, *Purpose and Need*, and Chapter 3, *Alternatives*—thoroughly explains how the process of establishing a purpose and need for the proposed action followed nationally accepted guidance and policy. Examples of how the purpose and need analyses were appropriately applied include the: · the section, *Context of the Purpose and Need in the EIS Process*, beginning on page 1-1 · the sidebar, *"A proposed action's purpose and need documentation should:"*, on page 1-1 · the sidebar, *"How are MAG data used in the DEIS?"*, on page 1-4 · the sidebar, *"What is the MAG regional demand model?"*, on page 1-5 · the sidebar, *"How will the economic downturn affect growth rates?"*, on page 1-11 · the section, *Need Based on Regional Transportation Demand and Existing and Projected Transportation System Capacity Deficiencies*, beginning on page 1-13 · the section, *Conclusions*, beginning on page 1-21 · the section, *Reconfirm the Purpose and Need for the Proposed Action*, beginning on page 3-1 · the section, *Responsiveness of the Proposed Freeway to Purpose and Need Criteria*, beginning on page 3-27 The models, methods, and assumptions used throughout the Draft Environmental Impact Statement account for reasonably foreseeable future conditions and rightfully dismiss speculative considerations.
10	**Environmental Justice/Lifestyle**	The Arizona Department of Transportation and Federal Highway Administration have engaged all population segments to ensure access to the environmental impact statement process. Assisted by this involvement, analytical results indicate the proposed action would provide net benefits to all populations in the Study Area in general by reducing traffic congestion, enhancing accessibility, and supporting local economic development plans.
11	**Alternatives**	There would be no displacement of Gila River Indian homes because the proposed action would not be built on Gila River Indian Community land.
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.
13	**Hazardous Materials**	

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
14	**Agriculture**	Existing agriculture is depicted in Figure 4-3, on page 4-6, of the Final Environmental Impact Statement. While not an aerial photograph, it outlines the parcels that are currently under agricultural production. Table 4-4, on page 4-7, summarizes existing zoning by land use for the entire Study Area. In addition, Figure 4-4, on page 4-8, reveals how much of the existing agricultural land along the W59 Alternative is already slated for commercial and residential development. Implementation of the E1 Alternative would cause no conversion of agricultural uses on Gila River Indian Community land. Urbanization will continue with or without implementation of the proposed freeway (see Final Environmental Impact Statement pages 4-161 and 4-162).
15	**Cultural Resources**	Visual representations of prehistoric sites, such as showing their locations on maps, are not made public to protect the sites.
16	**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.
17	**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)].

Code	Comment Document

4365

for the future in 10, 15, 20 years for the people that live out there? Thank you.

THE FACILITATOR: Thank you very much.

Andrew Pedro.

(1) MR. PEDRO: Hello, I'm from the Gila River Indian Community and I'm one of our community managers, our community manager, David White for Gila River, he stated that transportation officials were to be taking cultural awareness training, and has that ever happened for people part of the 202? Anyone? And if it were, who would be taking those cultural awareness training classes; would it be construction? Would it be ADOT officials themselves? And in the DEIS it does say that if any uncovered cultural items, that construction would stop immediately. How are they supposed to know if training never happened?

(2) And like Danelle said, it is a sacred place to us and we have been here thousands of years, you people have been here 200 years. And that thing in the EIS, except for saying that it could cause loss of cultural property and that is like -- that's a violation of our (3) religious rights, that is a sacred place. How is ADOT able to go through there with being that it's a public (4) park and it's a public preserve, so it's owned by the public; how are you supposed to get those right-of-ways

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Code	Issue	Response
1	**Cultural Resources**	The cultural awareness training has been attended by project team members including the Arizona Department of Transportation, Federal Highway Administration, Maricopa Association of Governments, and consultant staff. Were the project to move forward to construction, additional training would be provided for construction personnel.
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	**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.
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.

(Responses continue on next page)

Code	Comment Document

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3

1 in a public park?
2 So yeah, we are against this freeway and there
3 is nothing in the EIS that says that they stopped working
4 with the community to look into the effects of the
5 community when it's right on our border. And obviously,
6 it's going to affect us. And yeah, like people in
7 Laveen, they're on the other side of the mountain,
8 they're not going to feel it as much as we do.
9 And especially to our culture, how we live.
10 We're almost gone, most of our community lives in poverty
11 and most of the people there can't even speak our native
12 language. And it's not our fault, it's colonization's
13 fault for pushing us out of our own land. And right
14 here, right where you stand and where you're sitting is
15 traditional Akimel O'odham territory, and I hope that you
16 realize that and wonder about how it really affects us
17 and not just the financials of it, how it affects us
18 internally and spiritually. If we were to build through
19 one of your churches, I'm sure you would be standing here
20 where I am telling you that this is a bad idea, because
21 it affects your religious rights. Well, this affects our
22 religious rights.
23 If there's one corridor that separates us from
24 the mountain itself, that's a violation of our religious
25 rights and that -- yeah, there's supposed to be one

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Code	Issue	Response
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.

Code	Comment Document

2, 6, 7, 8, 9, 10, 2

1 tunnel going under the freeway, that's unsafe and it
2 would affect our medicinal plants that we use culturally
3 that are going extinct and cultural animals that we use
4 in our culture: The owl, tortoise, Sonoran Desert
5 tortoise, Mexican spotted owl, those are all endangered
6 species that you're willing to sacrifice other species
7 just for progress.
8 Is that really how you want your kids to view
9 the world; do you want your kids growing up in pollution,
10 growing up with cancer, asthma, bronchitis, birth
11 defects? We don't want that for our community. Look how
12 bad it is already. We don't want none of that, so I just
13 hope that you look back into that.
14 And with the shuttles, I mean, nobody actually
15 got the shuttles, there wasn't that much effort put into
16 it from ADOT themselves, the community had to invite ADOT
17 to come to the community to give out information. They
18 weren't giving out any information before until the
19 community told them to. That itself is just disgusting,
20 how she said before, and how disgusting it is to see
21 people pushing this freeway, which they don't acknowledge
22 us as a people, being that we've been here before anybody
23 has been here and our ancestors go back. And what if
24 there was other people who came into this? This doesn't
25 affect just the Gila River Indian tribe, this affects all

Page 20

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

Code	Issue	Response
6	**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.
7	**Air Quality**	
8	**Health Effects**	
9	**Public Involvement**	Leading up to the release of the Draft Environmental Impact Statement, the project team communicated regularly with the Gila River Indian Community's Communications and Public Affairs Office and the Community Manager's Office regarding the availability of project-related informational materials and the public outreach plan for the Draft Environmental Impact Statement. Consistent with the protocol for other project-related coordination with the Gila River Indian Community, the communication related to the Draft Environmental Impact Statement was conducted at a "government-to-government" level. The Communications and Public Affairs Office informed the Arizona Department of Transportation that all communication and distribution of informational materials on Gila River Indian Community land would be handled by the Communications and Public Affairs Office (see Chapter 6 of the Final Environmental Impact Statement and Appendix 6-5 for more information related to communications between the Arizona Department of Transportation and the Communications and Public Affairs Office regarding outreach to Gila River Indian Community members).
10	**Cultural Resources**	The Arizona Department of Transportation and the Federal Highway Administration have attended meetings as requested by Gila River Indian Community groups, including the Gila Borderlands Advisory Committee and the Elderly Concerns Group. To keep Gila River Indian Community members engaged in the process and to ensure adequate access to project activities, three newsletters have been provided to the Gila River Indian Community for distribution and articles have been provided to the *Gila River Indian News* for inclusion in the weekly tribal newspaper. The Arizona Department of Transportation has participated in the Gila River Indian Community's annual fair to answer questions regarding the proposed action. Times and locations of all public meetings (see Chapter 6, *Comments and Coordination*) relating to the project have been advertised to the Gila River Indian Community, inviting members to attend.

Code	Comment Document

11

1 tribes in Southern Arizona, being Tohono O'odham, Ak
2 Chin, Salt River Indian Community, culturally it affects
3 them and is disgusting to see how this is still being
4 pushed forward.
5 THE FACILITATOR: Thank you.
6 If anybody else who has not registered would
7 like to speak at the hearing, please make sure that you
8 register at the registration desk and then come before
9 us.
10 If you need additional time, please, if you
11 would like to make additional comments, please give your
12 comments to the court reporter. Thank you.
13 Harlan Barehand.
14 MR. BAREHAND: Good morning, sirs. Thank you
15 for the opportunity to come and speak with you this
16 morning. I am Harlan Barehand, I'm registered with the
17 Gila River Indian Community. Thank you very much for not
18 putting it on our reservation, we appreciate that very
19 much. I hope that it will stay off our borders and into
20 the Ahwatukee and the Laveen area. And I think that we
21 can benefit financially through them, but our reservation
22 as it is is very small and we cannot afford to lose any
23 more land as it is. And history tells us that the
24 original Gila River boundaries is Van Buren on this side,
25 so you're asking for Gila River land, but that's history.

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Code	Issue	Response
11	**Cultural Resources**	Native American tribes consulted for this project include the Ak-Chin Indian Community, the Chemehuevi Tribe, the Cocopah Tribe, the Colorado River Indian Tribes, the Fort McDowell Yavapai Nation, the Fort Mojave Tribe, the Fort Yuma-Quechan Tribe, the Gila River Indian Community, the Havasupai Tribe, the Hopi Tribe, the Hualapai Tribe, the Kaibab-Paiute Tribe, the Navajo Nation, the Pascua Yaqui Tribe, the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community, the San Carlos Apache Nation, the San Juan Southern Paiute, the Tohono O'odham Nation, the Tonto Apache Tribe, the White Mountain Apache Tribe, the Yavapai-Apache Nation, and the Yavapai-Prescott Indian Tribe. (See Final Environmental Impact Statement pages 2-4 through 2-7, 4-145 through 4-157, 4-159, and 5-29 through 5-30.)

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 Sounds Good

Optional

Name Simon Pena Email SimonDOESIT@gmail.com

Address 101 N. 91st Ave #1034

City Tolleson State AZ Zip 85353

Phone 480-427-8036 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
1	Richard Pena Document Created: 7/12/2013 12:43:16 PM by Web Comment Form Stop taking AZ's natural beauty. Its not yours to control.

Code	Issue	Response
1		Comment noted.

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

INCOMING CALL DATE:	INCOMING CALL TIME:
6/11/13	3:33 PM
CALLER JOHN PENNELL	CALLER ADDRESS: 9012 W. SANDRA TERRACE, PEORIA, ARIZONA 85382
PHONE: 623-933-0228	EMAIL:

CALLER REMARKS/QUESTIONS:

Hello, I support the freeway in South Mountain. We need more freeways to get the congestion off the highways. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Comments in opposition to South Mountain Freeway
Date: Wednesday, May 29, 2013 8:26:49 AM

-----Original Message-----
From: Sierra Club [mailto:information@sierraclub.org] On Behalf Of Susan Penner
Sent: Tuesday, May 28, 2013 4:58 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 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.

3 4 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.

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

Sincerely,

Ms. Susan Penner
13018 W Meeker Blvd
Sun City West, AZ 85375-3803

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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	**Purpose and Need, Lack of Support**	
3	**Section 4(f) and Section 6(f)**	
4	**Biology, Plants, and Wildlife**	

Code	Comment Document
1	LOOP 202 South Mountain Freeway Study 2013 — Draft Environmental Impact Statement COMMENT FORM

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. PHX. IS GROWING, PEOPLE AND TRAFFIC. YES, THERE WILL BE A LOOSE OF HOMES, BUT IT IS STILL FOR THE GOOD OF ALL OF US. THE FREEWAY WOULD BE SAFFER FOR LARGE TRUCKS AS WELL AS ALL TRAFFIC. THE NEW FREEWAY WOULD BE A "GOOD THING"

ALSO LARGE TRUCKS SHOULD ONLY USE THE RIGHT TWO LANES THROUGH PHX. (THIS IS FROM A FORMER TRUCK DRIVER OF 35 YRS)

Optional

Name CHARLES A. PENNINGTON Email PENCAP803@COX.NET

Address 1610 S. YUCCA ST

City CHANDLER State AZ. Zip 85286

Phone 480-786-4893 Fax 480-786-4894

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

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 It would be a great asset to the community. Easy for me to get to downtown and my children and doctors.
Better access to 10 and other parts of phoenix.

Optional

Name Carol A. Pennington Email Pencap8030@cox.net
Address 1610 S. Yucca St
City Chandler State Az Zip 85286
Phone 480-786-4893 Fax 480-786-4894

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
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/17/13 INCOMING CALL TIME: 10:15 AM CALLER: DEBBIE PENNY CALLER ADDRESS: GILBERT, AZ PHONE: 480-857-8511 EMAIL: **CALLER REMARKS/QUESTIONS:** Hi, I am just voicing my opinion that I support building the South Mountain Freeway in the Phoenix area, if you have any questions my name is Debbie Penny, Gilbert, AZ.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

1

From: Rusty Crerand
To: ADOT
Subject: S. Mt. Opinion
Date: Thursday, July 11, 2013 11:44:47 AM
Attachments: image001.png

From Envoy:

7/11/2013 11:06:40 AM
As public comment on is coming to an end on the freeway extension that will cut through South Mountain Park and Preserve, I find it necessary to voice my opinion. I would like to express my concerns about the conservation and protection of South Mountain. Spectacular views can be seen of the entire valley, and I have been fortunate enough to be able to grow up hiking and biking along these beautiful trails of the Southwest.
I feel the impact study is not sufficient and doesn't take into account social implications of degrading a special place that has been protected for so long. I know the growth of the city in the next decades will require an increase of roads, but the construction of a freeway through South Mountain will send the message to our citizens that we do not care about our special desert environment.
Please, please see that a 22 year old college student that has had a strong connection with South Mountain Park and Preserve her whole life, really cares about this beautiful area. I hope it can be protected and remain for others to enjoy as much as I have.

Olivia Peralta
op22@nau.edu

Thanks,

Rusty Crerand
Constituent Services Officer
206 S. 17th Ave.
MD 118A Room 101
Phoenix, AZ 85007
602.712.7856
dcrerand@azdot.gov

ADOT Communications

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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
1 2 3 4 5	Document Created: 7/23/2013 8:53:23 PM by Web Comment Form I am writing to state my opposition for the proposed expansion of Loop 202/ South Mountain Freeway . Ahwatukee residents would ultimately be affected by air & noise pollution, as well as devastation of local business, homes & church in the line of proposed route. The 40 years old project could be & should be adjusted due to new develops & changes , happened since 1983. Sincerely, Igor & Larisa Peremislov

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	**Economics, Socioeconomics**	Businesses that would be directly and adversely affected by the Preferred Alternative, if it were the Selected Alternative, would be mitigated through relocation or site purchase at fair market value. Construction of the proposed facility would likely generate additional business and jobs in the corridor upon implementation because of the improved access it would provide.
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	**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
1 2 3	Document Created: 7/23/2013 9:04:35 PM by Web Comment Form I am writing to state my opposition for the proposed expansion of Loop 202/ South Mountain Freeway. I want to advocate " no built" as only the option that preserves the environment, health of Laveen & Ahwatukee resident & respects O'dham traditions. Sencerely, Eli Peremislov

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	**Health Effects**	
3	**Cultural Resources**	

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/20/13 INCOMING CALL TIME: 1:33 PM CALLER: JOSE PEREZ CALLER ADDRESS: 730 WEST ROVO AVENUE, APT. #162 PHOENIX, ARIZONA 85021 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the South Mountain freeway. Thank you very much and God Bless. Bye bye.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

5054

1 ***
2 THE REPORTER: Please state your name.
3 MS. PEREZ: Rolinda Perez.
4 I think the comment I have is that it's
5 stating that the air quality is going to be perfect,
6 I mean, a lot better with the freeway. I mean, I
7 really don't think that way, because my family -- all
8 my family, they're asthmatic. And the reason why we
9 live here in this community is because there is not
10 pollution ever. The only way we ever see pollution,
11 if you see it in the -- if you're sitting down in the
12 daytime, you can actually see by South Mountain the
13 pollution that's coming from Phoenix, you know, the
14 smog, or the non-clarity on that side.
15 And then with the fire that just came,
16 like two weeks, three weeks ago we had a fire from a
17 hay fire, that smoke alone had a lot of our allergies
18 inside the clinic. So that smoke alone, my daughter,
19 it triggered her more. We had to have more
20 medication for that. And when I spoke to that lady
21 about it, she said with the freeway and more vehicles
22 coming onto the freeway, the air quality is going to
23 be even better, because it's pushing all that air
24 away. And I don't get that. I don't get that.
25 And then I told her, that's -- you're

Page 7

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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	**Health Effects**	

Code	Comment Document

1 going to have three to four lanes, or whatever it is.
2 It's going to -- and more vehicles with diesel on
3 there, and everything else. I see a lot of vehicles
4 still have -- they're not up to date on their
5 emissions tests, so they're not fixing those
6 vehicles. And you can see that smoke coming out of
7 their mufflers. And she said, "Well, you guys have a
8 road down 51st in this area anyways," but there's not
9 a lot of vehicles. It's mainly just for the
10 community members or you see -- it would be ten times
11 more now if we get it. And that is just my concern
12 is that -- it's -- you know, I have asthma, and then
13 my daughter, who is six years old, has asthma.
14 By the time it comes -- I mean, it's more
15 our children. And I'm just concerned about that. Is
16 that I don't understand how they say the air quality
17 is going to be good. I really don't think so,
18 because I've lived in Phoenix for a while now, and
19 coming here to this community, it's so much better.
20 It's so much better. My asthma, I don't take
21 medication for it anymore. I have an emergency
22 inhaler, but I hardly ever get it. And I'm under
23 control here.
24 And I'm just concerned about that, so I
25 just wanted to speak my mind on that.

Code	Issue	Response

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/20/13 INCOMING CALL TIME: 4:16 PM CALLER: PAT PESSTLE CALLER ADDRESS: 4718 E. CAMPBELL AVENUE, PHOENIX, ARIZONA 85018 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** Hi I'm calling to say I support the South Mountain Freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: Build the 202 **Date:** Wednesday, May 15, 2013 2:39:37 PM -----Original Message----- From: Peter [mailto:peterbhc@yahoo.com] Sent: Wednesday, May 15, 2013 2:30 PM To: Projects Subject: Build the 202 Build the 202 from pecos to 51st 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: 6/14/13 INCOMING CALL TIME: 1:20 PM CALLER: IRENE PETERSEN CALLER ADDRESS: 13840 NO. DESERT HARBOR DRIVE APT. #369, PEORIA, ARIZONA 85381 PHONE: 623-243-5325 EMAIL: **CALLER REMARKS/QUESTIONS:** Yes, I'm calling in support of the South Mountain freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Build the 202!!
Date: Monday, May 20, 2013 8:42:38 AM

From: mindset839@aol.com [mailto:mindset839@aol.com]
Sent: Friday, May 17, 2013 6:43 PM
To: Projects
Subject: Build the 202!!

1 It is extremely important to the future quality of life in the valley that the 202 through South Mountain be completed. It is imperative that we stay ahead of the traffic curve as the population in the valley continues to increase. The 202 will act as a "reliever" and divert traffic that would otherwise be forced to go through the heart of Phoenix, clogging our roadways.

This is the single most important roadway project in the valley in the last 20 years and we must do everything in our power to complete is with the utmost urgency.

I urge you to do anything you can to see this project through.

Respectfully,

Fredrick Peterson
Glendale, AZ
(623)337-7236

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.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: freeway thru South Mountain
Date: Monday, May 20, 2013 1:07:46 PM

From: Blake Peterson [mailto:blakepeterson@cox.net]
Sent: Monday, May 20, 2013 12:01 PM
To: Projects
Subject: freeway thru South Mountain

1 I want to voice my opposition ADOT'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?

Blake Peterson

Blake Peterson, CPA
2120 S. Rural #1
Tempe, Arizona 85282
480-829-0509
Fax: 480-829-0055
blakepeterson@cox.net
blakepetersoncpa.com

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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
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 INCOMING CALL TIME: 4:33 PM CALLER: STORM PETERSON CALLER ADDRESS: 6490 S. INDIAN WELLS COURT, CHANDLER, AZ 85249 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I would like to offer my support for the bypass around South Mountain pending funding that would be available.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

July 5, 2013

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

1 2 3 4 5 6

I want to register my opposition to the proposed 8-lane freeway on the Pecos Road alignment. Tearing down houses and Mountain Park Community Church doesn't make much sense. This route was proposed in 1988 that's over 25 years ago. I hate to imagine what Ahwatukee is going to become with the increase in noise and poor air quality caused by all the trucks using the road as a Phoenix bypass. There has to be an alternative route such as Riggs Road. I would hope ADOT would stop their plan to destroy our neighborhood.

Adrienne Petraitis

Adrienne Petraitis, Homeowner
16655 S 14th Street
Phoenix, AZ 85048

CC: Protecting Arizona's Resources and Children (PARC)

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	**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, Truck Bypass**	
6	**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: 5/16/13 INCOMING CALL TIME: 6:13 PM CALLER: DAVE PETTIPLACE CALLER ADDRESS: 3839 EAST GLENHAVEN DRIVE, PHOENIX, AZ 85048 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I have been a Phoenix resident since 1991 and I can't wait to build the stupid freeway. Go ahead and build it. Thank you.

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: 5:21 PM CALLER: JIM AND TANYA PHAL CALLER ADDRESS: PHOENIX, ARIZONA PHONE: 602-997-4828 EMAIL: **CALLER REMARKS/QUESTIONS:** Ok, I don't know if you're still there – long message. I'm fully in support of the South Mountain freeway and so is my wife.

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: 4:06 PM CALLER: PATRICIA PINAL CALLER ADDRESS: AVONDALE, AZ PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** We support the South Mountain Freeway. Thank you very much.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Corrine Pinks Document Created: 5/21/2013 2:32:10 PM by Web Comment Form I feel the completion of the the 202 Freeway would be beneficial to the growing Phoenix Metro area. This would improve traffic flow from the East Valley to the West Valley.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Bruce Piper
To: Projects
Subject: 202 loop through Ahwatukee
Date: Tuesday, June 04, 2013 5:40:56 PM

1
2 3
4 5 6

Hello,
I would like to voice my strong opposition to this project. Ahwatukee residents live here because of the quiet, crime free environment. Adding this freeway would ruin our area. There is no businesses out here and therefore no reason to build the freeway. If connecting the freeways is the main objective then run the freeway parallel to 51st ave down and away from Ahwatukee. According to the national association of Realtors, living within 1 mile of a freeway off ramp increases your chances of being the victim of a crime by 50%! This means the state is increasing the risk of many of us that own half million dollar homes. Home values will plummet and that will decrease property tax revenues dramatically. If approved, I personally know many people that will sell their homes.

Thank you for reading.

Bruce Piper
HomeSmart Real Estate
480 201 3011

Code	Issue	Response
1	**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.
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	**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	**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	**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 4-64 and would, given all tax revenues for the City of Phoenix, "be nearly inconsequential."

Code	Comment Document
1	Carl Piper I support the 202. Document Created: 7/24/2013 10:23:41 PM by Web Comment Form

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: 11:03 AM CALLER: [UNCLEAR] PLAY CALLER ADDRESS: 1755 SOUTH [UNCLEAR] STREET, GILBERT, ARIZONA 85295 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I'm supporting for the Loop 202 South Mountain freeway because of the traffic jam and we are getting new road and [unclear] and supporting this project. Thank you, have a nice day. Bye.

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 9:39:49 AM -----Original Message----- From: Joel Plote [mailto:joelplote@gmail.com] Sent: Friday, May 10, 2013 9:25 PM To: Projects Cc: info@buildthe202.com Subject: Build the South Mountain Freeway 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	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 7/24/13 INCOMING CALL TIME: 1:00 PM CALLER: VINCENT PLUMBER CALLER ADDRESS: 11457 EAST COVINA STREET, MESA, ARIZONA PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** Hello, I'm not for the freeway. I think at that part of the valley it would be an environmental impact. If you are going to put any money anywhere you should hire more policemen and that's my opinion.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	Comments on the Proposed South Mountain Freeway
1 2	I am opposed to the proposed South Mountain Freeway for many reasons but primarily because it is not needed and will not solve the traffic problems described in the draft Environmental Impact Statement and there are better and far less expensive alternatives.
	First, it is irrelevant this freeway has been proposed since 1985. It should be evaluated based on today. The proposed Paradise Parkway was also proposed in 1985 and has been eliminated for many of the same reasons the South Mountain Freeway should be eliminated.
3 4	There is no question as to the excessive traffic now and the likely traffic increases at the Broadway Curve on I-10. However, if one is to conclude the South Mountain Freeway is going to help this situation one would have to believe the Broadway Curve traffic is caused by vehicles transiting Phoenix and leaving on I-10 westbound towards Los Angeles. This is categorically false. As anyone who drives I-10 into Phoenix (or out) during rush hour knows, as soon as traffic passes SR-143 just past the Broadway Curve it thins out appreciably and is no longer heavy into downtown Phoenix.
3	The study concludes that over 50% of projected growth will be in areas "immediately served" by the proposed freeway. One of the communities cited in the study and projected for significant growth is Chandler/Gilbert. It is a monumental stretch to conclude these people will be served by the new freeway. The only time this would be the case would be if they need to go to the west valley or towards California. It is simply not true they will be significant beneficiaries of the project.
3 1	Ahwautukee, easily the most impacted of the communities "immediately served" by the freeway is projected to have only 8.5% population growth between now and 2035 or just .38 of 1% per year. Again, no one in Ahwautukee will use this freeway except to go to the west valley or California. The study provides no data on projections for either Ahwautukee or Gilbert/Chandler residents to actually use this freeway probably because the numbers would be so low.
	I do believe the growth numbers for the southwest valley but that's a very small stretch of freeway miles. If ADOT honestly believes west valley residents will use the freeway to drive to work at the technology companies in Chandler they would be pursuing a strategy of encouraging extreme commutes to work which is certainly not a mainstream strategy. Southwest valley leaders have suggested the freeway will lead to a regional mall as the 82,000 residents of Ahwautukee are added to the Laveen "area." If anyone seriously thinks Ahwautukee residents are going to drive to Laveen to shop they have totally lost their minds. If it's important for Laveen residents to be able to have a freeway access to I-1-
5	then build one that's about 5 miles long.
6	I am shocked the I-8/SR 85 alternative required upgrades are misstated and this alternative "does not meet the proposed access purpose." If support for this last statement is in the study I missed it but

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**	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.
3	**Traffic**	Information related to origins and destinations of motorists that would use the proposed freeway is presented in Figure 3-18 on page 3-36 of the Final Environmental Impact Statement. The definition of freeway users considers only those motorists who travel through the South Mountains; so, motorists who begin their trips in Ahwatukee Foothills Village and travel east to Interstate 10 (Maricopa Freeway) or motorists who begin in Laveen Village and travel north to Interstate 10 (Papago Freeway) are not counted in the analysis. The analysis of origins and destinations shows that 73 percent of travelers would be involved in trips beginning or ending in the Study Area or areas immediately surrounding it. Seven percent of the trips would begin, end, or begin and end outside of the Maricopa Association of Governments region; ten percent would either begin or end in Pinal County.
4	**Traffic**	In 2035, the average daily traffic on the proposed freeway is projected to range from 117,000 to 190,000 vehicles per day (see Final Environmental Impact Statement page 3-62). The estimated volume depends on location. The purpose and need for the South Mountain Freeway are not solely to relieve congestion on Interstate 10 (Maricopa Freeway). Facilitating mobility in the Maricopa Association of Governments region does not mean just relieving congestion on the Broadway Curve (see Draft Environmental Impact Statement page 1-21). Among other criteria, the proposed freeway is to permit the entire Regional Freeway and Highway System to function as designed. Optimal function of that design includes completing all the segments of the Loop 202 system (see Draft Environmental Impact Statement pages 3-35 and 3-37). With implementation of the South Mountain Freeway, many motorists would be able to get from Point A to Point B, a route that never included needing to use Interstate 10.

(Responses continue on next page)

Code	Comment Document
6	cannot understand why this alternative is not seriously considered. I-8 requires no upgrades including adding lanes. It is a poorly utilized stretch of interstate highway now. An interchange will be required between I-8 and SR 85 and between SR 85 and I-10 but little additional work on SR 85 will be required until it nears I-10 west of Phoenix. This alternative will cost a fraction of the South Mountain Freeway cost. A bigger question is why isn't this alternate route being used already? ADOT appears to be secretly promoting the South Mountain Freeway as a Phoenix bypass but fails to provide data supporting this need and, in any case, cannot explain why the existing and quite useable bypass – even without upgrades – is rarely used.
7	Many pages are devoted to working with the Gila River Indian Community but it does appear to be just words. Everyone knows ADOT has not seriously pursued putting the freeway on the reservation and doesn't appear to seriously consider GRIC objections to the project on multiple environmental grounds.
8 9	ADOT makes a poor presentation as to the need for this enormous expenditure but even this inflated price is only obtained by building a cheap project at grade obviously without considering the quality of life issues for both Ahwautukee and the GRIC.
10	Finally, I doubt this project will ever be built. There will be legal challenge after legal challenge that at a minimum will delay the project for years and add millions of dollars of cost. At the end of the day there are going to be hard questions as to why ADOT/MAG have blindly pursued such an unpopular and semi-useless project when there are many better ways to invest in our transportation infrastructure.
	Paul E. Poer 480-759-8796

Code	Issue	Response
5	**Alternatives**	According to 23 Code of Federal Regulations §771.111(f)," the action evaluated in the environmental impact statement must connect logical termini and be of sufficient length to address environmental matters on a broad scope...". The proposed action should satisfy the project need and should be considered in the context of the local area socioeconomics and topography, the future travel demand, and other infrastructure improvements in the area. A partial freeway from Interstate 10 (Papago Freeway) to Laveen Village is not feasible because it would not meet the proposed freeway's identified purpose and need.
6	**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.
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	**Design**	The cost estimates for the proposed freeway, as described beginning on page 3-59 of the Final Environmental Impact Statement, were developed in accordance with accepted engineering practices by professional engineers. The project has been subject to multiple peer reviews of both the quantities and unit costs used in the estimate by the Arizona Department of Transportation, Federal Highway Administration, Maricopa Association of Governments, and their consultants. In each case, the estimate was found to be reasonable and accurate. 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. The funding for 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.

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
9	**Design**	Depressing the proposed Pecos Road sections would entail installation of pump stations to drain the main line freeway. A depressed freeway would also need a drainage channel to capture the off-site flows to prevent their entering the freeway. Pump stations were not used because of the high cost of construction and maintenance needed for their operation. The preferred freeway configuration would have the E1 Alternative aboveground and the existing culverts extending to pass the 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. This would ensure that there would be no adverse flooding impacts on adjacent properties. (See Final Environmental Impact Statement pages 3-15 and 3-18.) To reduce impacts by depressing the proposed freeway in the Eastern Section, the Arizona Department of Transportation would: - need to spend an additional $400 million for right-of-way acquisition and construction - displace an additional 300 residences - maintain additional pump stations and detention basins for the life of the freeway - observe noise-related impacts requiring mitigation (i.e., noise barriers and their associated costs and visual impacts) Because the belowground option would result in substantially greater costs and residential displacements, this option was eliminated from further study.
10	**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

From: Projects
To: ADOT
Subject: FW: Build the South Mountain Freeway
Date: Tuesday, May 14, 2013 9:46:04 AM

1

-----Original Message-----
From: John Poirier [mailto:johnnyp44@yahoo.com]
Sent: Friday, May 10, 2013 5:21 PM
To: Projects
Cc: info@buildthe202.com
Subject: Build the South Mountain Freeway

Please start this project.

John Poirier

_____

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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 SOUTH MOUNTAIN FREEWAY NEEDS TO BE BUILT TO RELIEVE TRAFFIC CONGESTION THROUGH THE CITY OF PHOENIX AREA AND ALONG I-10. THIS PROJECT HAS BEEN STUDIED FOR DECADES AND IT IS TIME TO ACT

Optional

Name STAN POLASIK Email ACIUILDAD@COX.NT

Address 845 N. GAYLORD

City MESA, ~~AZ~~ State AZ Zip 85213

Phone 480-844 8927 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

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. While everyone is within their rights to speak to this project failure to complete this needed and valuable freeway harms not only the current generations but those who will depend on this freeway in the future and at this time have no say due to their age or having not been born yet.

This freeway is well planed and has in my opinion less negative impacts than the many positive impacts.

In todays political area government gets too much of a negitive reception due in large part to negativity being more promenent

Optional

Name Peter Polcon Email petep@dolphincasting.com

Address 11209 W Citrus Grove

City Avondale State AZ Zip 85392

Phone 602 725 1626 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) 10-138

ADOT U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway

Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document

LOOP 202
South Mountain
Freeway Study
2013

Draft Environmental Impact Statement
COMMENT FORM

Additional Comments: IN OUR FAST PACED NEWS INVIROMENT. ADOT did a FANTASTIC JOB on this project and deserves Recognition no matter what public opinion is AS A Result of Public Hearings. The ADOT Team HIT A Home Run WITH this project

1 Build the freeway because IT is the Right thing to do TODAY 1 year from NOW 10 years from NOW OR 100 years FROM NOW IT is the Right thing to do. JUST DO IT NOW

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-193

ADOT U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Homes to be acquired
Date: Friday, July 19, 2013 8:56:38 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: JEFF POLLETT [mailto:jpollett6@msn.com]
Sent: Thursday, July 18, 2013 9:12 PM
To: Projects
Subject: Homes to be acquired

1 Hi,
2 I am a concerned resident in Ahwatukee and would like to know if the project does go forward, what houses in what areas would need to be acquired ? Thanks in advance for your help.

Jeff Pollett

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Code	Issue	Response
1	**Acquisitions and Relocations**	Aerial maps showing the proposed freeway (W59 and E1 Alternatives) are accessible through the project 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
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 INCOMING CALL TIME: 8:01 PM CALLER: PETE POLLION CALLER ADDRESS: 11209 W. CITRUS GROVE, AVONDALE, AZ 85392 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I fully support the South Mountain Freeway as it will definitely reduce traffic through the Broadway curve and through downtown Phoenix and it will also make it more convenient for trucks traveling east-west on I-10 to bypass a lot of Phoenix and it will reduce traffic, reduce pollution, and I am in favor of it. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Loop 202
Date: Tuesday, July 16, 2013 10:08:50 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: Lisa P. [mailto:azlisap@cox.net]
Sent: Monday, July 15, 2013 4:13 PM
To: Projects
Subject: South Mountain Loop 202

1 2 3 4 5

We would like to voice our opposition to the proposed South Mountain Loop 202 Freeway. The demolition of many homes, a church, and beautiful park land would have an adverse effect on our wonderful community, particularly through Ahwatukee.

Please consider the 'no build' option, and put the funds toward other much-needed improvements instead.

Respectfully,

Steve and Lisa Pomraning
1580 W. Saltsage Drive
Phoenix, AZ 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	**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	**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, 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.
5	**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	**From:** Projects **To:** ADOT **Subject:** FW: Build 202 **Date:** Monday, May 20, 2013 8:36:33 AM -----Original Message----- From: Lucas Pool [mailto:tkn602@yahoo.com] Sent: Friday, May 17, 2013 8:45 PM To: Projects Subject: Build 202 Build the South Mountain 202 please. 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: 5/18/13 INCOMING CALL TIME: 1:41 PM CALLER: ANGELA POPPY CALLER ADDRESS: 7644 N. 20TH STREET, PHOENIX, AZ PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I'm very much in favor of the South Mountain 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: 5:21 PM CALLER: ELIZABETH PORTER CALLER ADDRESS: CHANDLER, AZ PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I am a registered voter in Chandler, Arizona and I just wanted to let you know that I am in support of this South 202 Freeway south of South Mountain. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway
Date: Tuesday, April 30, 2013 2:55:56 PM

F.Y.I.

From: Dan Pratt [mailto:mrdanpratt@gmail.com]
Sent: Tuesday, April 30, 2013 1:51 PM
To: Projects
Subject: South Mountain Freeway

To Whom It May Concern:

I support the construction of the South Mountain Freeway. The freeway is sorely needed in order to alleviate traffic throughout the valley. I applaud the efforts of the team who did the environmental impact study. Their findings show that construction of the freeway is simply the best option. Also, I favor their recommended routes. I hope that the South Mountain Freeway can be built with all possible speed. Thank you.

Sincerely,

Dan Pratt

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1 2	Grady Preston Document Created: 7/22/2013 3:48:34 PM by Web Comment Form I feel if is very important that we move away from making more freeways and pay for more buses and extending the light rail. It will be much better for the environment and increase tourism to our great state. I can tell you it is always much nicer when I travel to cities with good public transportation. The light rail is a great start but it really needs to be extended into Scottsdale and north Phx / Glendale. We also need better bus routes that arrive more frequently. I'm very against this plan.

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**	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: Stop the 202!
Date: Monday, May 20, 2013 8:42:06 AM

From: Ron933a [mailto:ron933a@aol.com]
Sent: Friday, May 17, 2013 7:03 PM
To: Projects
Subject: Stop the 202!

1
2

Please stop any plans to continue to build the 202. I think it's can be agreed that the last extension of the 202 has done nothing to relieve traffic on the 10, 17 or 60 and other parts of the 202. There is no need to waste money on a big freeway, you just need to extend pecos road. No need for the 202.

Thanks,

Ron Price
Phoenix, AZ/

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Code	Issue	Response
1	**Alternatives**	The Gila River Indian Community has not allowed the project team to consider alignments on its land, so extending Pecos Road to 51st Avenue is not feasible.
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.

Code	Comment Document
1	Briana Price — Document Created: 5/21/2013 1:12:23 PM by Web Comment Form South Phoenix/Laveen NEEDS the Loop 202 W59 freeway!!!! As a resident of this area we have to travel east to Tempe, Ahwatukee or west to Avondale, Tolleson for shopping and movie theaters and kids programs. We deserve to have all the amenities as other communities and the proposed W59 will do that for us. It will bring in anchor retailers and a movie theater and a hospital, etc. Other routes will not do that. So Yes we need the freeway and yes we need the W59 route!!! Also, for those communting around the South Mountain having closer freeway access will shorten those commutes and make travelling around the vally easier and quicker for all of us. It will also cut down on congestion along Baseline Rd and surrounding areas as we can stay in our local community and/or get on the new freeway. Our surface streets and packed and we've had so many accidents here lately I feel partly due to the congesting and fact that people are so busy and having to travel great distances to get where they're going. Just as the west Loop 101 has done for the NW valley, the South Mountain Freeway Loop 202 W59 will do for the SW valley...it just has to be done! We need the infrastructure!

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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- 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.

My home is located very near to all of the freeway options. I'm located at 78th Lane just north of Broadway Road in Phoenix.

1 After reviewing the video it appears that the preferred choice is the W59 Alternative. I am in agreement with this option.

Submitted @ public hearing on 5/21/13 @ 11:15 am.

Optional

Name: Heather Price Email: hprice225@gmail.com

Address: 4220 S 78th Lane

City: Phoenix State: AZ Zip: 85043

Cell Phone: 623-203-4091 Fax:

best time to contact is weekdays @ 11:15 or 11:30 am

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

From: Mark and Lisa Prieto
To: Projects
Subject: re: South Mountain Freeway
Date: Wednesday, July 24, 2013 2:19:38 PM

Hello. This email is a response to the request for public comment in regards to the South Mountain Freeway Project.

1 2 As a 13 year resident of the Ahwatukee Foothills, the details of this project make me incredibly sad that those who are in a position of leadership in our state government are so willing to destroy such a lovely community in the interest of a project that should have been trashed decades ago. Having been here as long as I have, I also have a perspective of the information provided to this community that is different than the one that ADOT pushes in the press.

While it is true that the freeway has been 'on the books' for decades, the amount of information was nothing like what is portrayed in the press. I purchased my first home in Ahwatukee in 2000. At that time the builder was obligated to disclose the planned freeway. The public information available at the time consisted of a red line on a map that appeared to be South of Pecos Rd. There was no funding, no comprehensive plan, no info on how many lanes or where on/off ramps would be etc. When I purchased my second home, where I live now, it was previously owned. There was no disclosure of the freeway by the previous owner, so had I not already been aware of it, it would have been a big surprise to me! Which I believe is probably the case for a lot of the residents that currently reside in the area. So to those who insist on pointing out that the project 'was on the books.' I say, that doesn't mean it was common knowledge. I purchased my current home in September of the year after the Prop passed. The first comprehensive information was made available to public that following November, thanks to the Proposition that passed granting funding. A proposition that I believe only passed because the freeway was wrapped up with the funding for the light rail! That is the other misconception that ADOT insists on pushing in the press. I keep reading that the public voted for it, so it must be done. In truth, the public voted for the light rail. Every single person I know that voted for that proposition did so because they were in favor of the light rail. Most were not even aware of the inclusion of funding for the South Mountain Freeway. Which goes to show that what people really want is a functional mass transit system. Something we still don't have.

3 4 5

My husband and I both work within 15 minutes of our home. We have always worked within reasonable commuting distance from where we live. That is a responsible choice. Another excuse I keep hearing for why this freeway is a must, is that it will help people commute from the far out areas to the East Valley and back for work commute. WHY would we want to encourage that. Why live in Laveen if you want to work in Chandler. There are plenty of nice communities in the Chandler area, live there. Or work in Laveen, or South

6

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, 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.
3	**Neighborhoods/ Communities**	Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.
4	**Public Involvement**	Information related to freeway awareness is presented in the Final Environmental Impact Statement on page 4-13.
5	**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).
6	**Traffic**	Information related to origins and destinations of motorists that would use the proposed freeway is presented in Figure 3-18 on page 3-36 of the Final Environmental Impact Statement. The definition of freeway users considers only those motorists who travel through the South Mountains; so, motorists who begin their trips in Ahwatukee Foothills Village and travel east to Interstate 10 (Maricopa Freeway) or motorists who begin in Laveen Village and travel north to Interstate 10 (Papago Freeway) are not counted in the analysis. The analysis of origins and destinations shows that 73 percent of travelers would be involved in trips beginning or ending in the Study Area or areas immediately surrounding it. Seven percent of the trips would begin, end, or begin and end outside of the Maricopa Association of Governments region; ten percent would either begin or end in Pinal County.

Code	Comment Document
	Phoenix. In short I believe this freeway is a mistake. I reviewed the information from the recently released impact study. While it does a very good job of trying to put a positive spin on things, using all the benefits for Laveen, it completely ignores the negative impact to the residents of Ahwatukee. Crime rates will go up, traffic will increase on our community streets, the quality of the air in Ahwatukee will be negatively impacted, the health of the residents, especially the children will be negatively impacted. I don't think the positives listed in the study come anywhere near balancing the scales with negative impact on the people in this community. I have tried to keep my comments on the negative effect I think it causes my community as whole. But I also want to take a quick moment to focus on my own family. I live less than a mile from Pecos Road. I have 5 children, including one with a severe heart defect for which he has undergone 3 open heart surgeries. The negative health impact this freeway could have on my family is enormous. Although the perception is that everyone in this community is rich, that is incorrect. Some of us just made necessary sacrifices in order to provide our children with a home in a good community, with good schools. We can't just move. And ADOT has not given us any definitive indication whether our home is in the destruct zone, nor have I seen any mention of compensation for those within a mile of its construction. I voted no on the proposition that provides funding for this freeway. I am against its construction 100%. I think it is a mistake of epic proportions being made to line the pockets of a few. I think that if ADOT really wanted to, they could find a better alternative. I think that 1.9 billion would be better spent on a functional mass transit system. Lisa Prieto 16802 S 8th St Phoenix AZ 85048
7 8 9 10	
11 12	
13 14	

Code	Issue	Response
7	**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.
8	**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).
9	**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.
10	**Health Effects**	
11	**Acquisitions and Relocations**	
12	**Acquisitions and Relocations**	Agencies may acquire only those properties located entirely or partly within the project right-of-way limits (see Final Environmental Impact Statement page 4-45).
13	**Alternatives, Nonfreeway 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.
14	**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.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 INCOMING CALL TIME: 3:22 PM CALLER: STEVE PROWLIN CALLER ADDRESS: 2026 E. BUENA VISTA DRIVE, CHANDLER, AZ 85249 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I just wanted to voice my support for the extension of the loop 202 around South Mountain. 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: 4:02 PM CALLER: PULLMAN CALLER ADDRESS: PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support 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

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- 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 live in the West Valley. Access to the southern, east side of town is cumbersome and most often congested. Unless I take surface streets, I-10 is my only option. I support the proposed 202 South Mountain Freeway! When I first moved here in 2000, this freeway was being discussed, we still don't have it. It is time.

Optional

Name: Karla Purtell Email: kbvogete msn.com

Address: 643 S 111th Ln

City: Avondale State: Az Zip: 85323

Phone: 623-326-6778 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) 13-130

ADOT U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Brian Paul
To: Projects
Subject: Re: Proposed South Mountain Eastern section (Ahwatukee).
Date: Sunday, June 16, 2013 8:25:55 PM

Re: Proposed South Mountain Eastern section (Ahwatukee)

1 Why not consider a parkway with no truck traffic? They have these in the North East . They allow relief of traffic congestion with out the impact of heavy truck traffic (Environmental,Safety and increased congestion) and are aesthetically appealing. Why are

2 the needs of the Gila Indian Reservation paramount to all other parties involved. As a group they stand to gain the most from the freeway expansion; increased traffic to their Casinos, Resorts, Outlets (thus increasing overall income to the community) and access to a new freeway for their whole community. All these benefits with absolutely no compromise on their part. The Gila Indian Reservation needs the revenue to help their citizens. I attended a corporate luncheon in the past. We were asked to bring can goods to donate to the community. I find it hard to understand why a community that has citizens that are economically disadvantaged would not be more open to other alternatives. If the Freeway must be built why not have it aligned 1 mile south of Pecos road on the Gila Indian Reservation (connecting at the I-10 ,Pecos 202 interchange then south for 1 mile ,then running east to west around Ahwatukee). This would accomplish two things and be a reasonable compromise for the citizens of Ahwatukee and the Gila Indian Reservation. First

3 4 5 6 7 8 it would allow the sovereign citizens of Ahwatukee to remain an intact community and avoid increased crime, drop houses, environmental impact (potential chemical spills, accidents, pollution etc.), displacing (homeowners, businesses and churches), noise pollution and a lower overall quality of life for the Residents and Families of Ahwatukee. The Gila Indian Reservation could benefit from monthly lease payments from the AZ DOT or out right purchase of the land. They would have all the previous benefits mentioned and the additional benefit of extremely valuable commercial and potential residential land to sell, lease or rent to businesses and developers for light industrial commercial development and residential etc. They would also have the opportunity to increase their own communities commercial ventures allowing the Gila Indian Reservation viable economic opportunities for all of its citizens to prosper in the future. If the freeway is to be built a parkway south of Pecos is the best alternative.
Thank you for your consideration,

Ahwatukee Resident 10 Years

Brian, Monica and Luke Putnicki

Code	Issue	Response
1	**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.
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.
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	**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.
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.)
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.
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: freeway
Date: Monday, July 15, 2013 12:19:44 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: Wayne Pyle [mailto:waynepyle93@yahoo.com]
Sent: Monday, July 15, 2013 12:03 PM
To: Projects
Subject: freeway

1 2 3 4 5 6 7 8 9 10

I am writing to oppose the South Mountain Loop 202 Freeway. I have lived in Ahwatukee for 23 years. My favorite activity is hiking at South Mountain Park. This freeway will bring crime, pollution. nosie, and the danger of a toxic waste spill from the many poorly regulated Mexican trucks that will passing nearby. It will also damage South Mountain Park with its wildlife and hikers. For what purpose ? Only to shorten trips for a few trucks. Very few people commute between the Ahwatukee area and the far west side. I work in downtown Phoenix and will never use the new freeway because of time and distance. The money could better be used for light rail or other less polluting forms of transportation. I urge you not to sacrifice beautiful Ahwatukee for the sake of convenience for a few trucks.

Wayne Pyle, a 37 year resident of the Phoenix area

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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	**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	**Hazardous Materials**	
5	**Trucks**	
6	**Section 4(f) and Section 6(f)**	
7	**Biology, Plants, and Wildlife**	
8	**Purpose and Need, Lack of Support**	
9	**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.
10	**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	Katharine Lee Quarrie Document Created: 7/12/2013 2:03:42 AM by Web Comment Form sop this mad rush to destroy our land.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	

From: Projects
To: ADOT
Subject: FW: South Mountain (SM) 202
Date: Tuesday, May 14, 2013 9:37:06 AM

From: sam chin [mailto:samfchin2000@yahoo.com]
Sent: Sunday, May 12, 2013 11:07 PM
To: Projects
Subject: South Mountain (SM) 202

To whom it may concern

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.
I support the plan strongly.

Sam Quinn

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Jessica Quinter Document Created: 5/21/2013 8:41:30 PM by Web Comment Form I commute to tempe monday thru friday from laveen and am excited about the idea of the freeway addition. Traffic is awful in the morning. having to drive baseline or southern to mill ave is the only option because taking the 10 fwy has proven to be more time consuming in rush hour traffic. I live on 35th ave and dobbins to be exact. I am sure many ppl would be happy with the 59th ave alternative. It would reduce congestion and make it easier to travel to the east side of the valley.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Jessica Quinter Document Created: 5/21/2013 8:41:56 PM by Web Comment Form I commute to tempe monday thru friday from laveen and am excited about the idea of the freeway addition. Traffic is awful in the morning. having to drive baseline or southern to mill ave is the only option because taking the 10 fwy has proven to be more time consuming in rush hour traffic. I live on 35th ave and dobbins to be exact. I am sure many ppl would be happy with the 59th ave alternative. It would reduce congestion and make it easier to travel to the east side of the valley.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	4082 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 8 MS. QUINTERO: Jessica Quintero. 9 I like the proposal for the 59th Avenue. I 10 think it would be a lot more convenient and beneficial 11 for everybody in the area to travel that route. 12 That's it.

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.

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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 EXCELLENT VIDEO & GRAPHICS!
WILL NEED TO REVIEW DOCUMENT FOR THE ELIMINATION OF W101 ALTERNATIVE.
IT SEEMS THAT CONNECTING TO THE 101 LOOP WILL BE THE BEST GEOMETRY.
THERE IS HEAVY TRAFFIC FROM THE 101 LOOP TO DOWNTOWN, ENDING THE
FUTURE 202L @ 59TH AVE (OR 55TH AVENUE) SEEM TO CREATE OTHER
ISSUES IN THE REGION.

Optional

Name VANESSA QUINTO Email vanessa.quinto@jacobs.com

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) 12-150

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.