

APPENDIX 6-1

NOTICE OF INTENT

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

facilities they used and the services they received. The information collected will be used to evaluate current maintenance, facility, and service practices and policies and to identify new opportunities for improvements.

Jacklyn J. Stephenson,
Senior Manager, Enterprise Operations Information Services.
[FR Doc. 01–9817 Filed 4–19–01; 8:45 am]
BILLING CODE 8120–08–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement;
Maricopa County, Arizona

AGENCY: Federal Highway Administration (FHWA), DOT.
ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an individual impact statement will be prepared for a proposed highway project within Maricopa County, Arizona.

FOR FURTHER INFORMATION CONTACT: Kenneth H. Davis, District Engineer, Federal Highway Administration, 234 North Central Avenue, Suite 330, Phoenix, AZ 85004, telephone (602) 379–3646.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Arizona Department of Transportation (ADOT), will prepare an environmental impact statement (EIS) to study the proposed South Mountain Corridor in Maricopa County, Arizona. The proposed project will involve construction of a new multilane freeway in the metropolitan Phoenix area extending approximately 25 miles from I–10 west of Phoenix to I–10 southeast of Phoenix to form a southwest loop. The proposed project will evaluate potential impacts to mountain preserve land, residential and commercial development, Tribal lands, cultural resources, historic roads and canals, Endangered Species, jurisdictional water of the U.S., air and noise quality, and hazardous waste. Improvements to the corridor are considered necessary to provide for the existing and projected traffic demand. A full range of reasonable alternatives will be considered including (1) taking no action; (2) using alternate travel modes; (3) limited access parkway; (4) major urban arterial with transportation system management improvements; and (5) a freeway.

A Final State Environmental Assessment was completed for the South Mountain Corridor. At that time,

a recommended alternative was selected and an accompanying Design Concept Report was completed in September 1988. Due to the elapsed time and changed conditions that have occurred since completion of these documents, new studies are required.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State and local agencies including the Environmental Protection Agency, U.S. Army Corps of Engineers, Bureau of Indian Affairs, Bureau of Land Management, U.S. Fish and Wildlife Service, Arizona State Land Department, Arizona Game & Fish Department, City of Phoenix, Town of Laveen, City of Avondale, and the Gila River Indian Tribe. Letters will also be sent to interested parties including, the Ahwatukee Foothills Village Planning Committee, Laveen Village Planning Committee and Estrella Village Planning Committee.

A series of public meetings will be held in the communities within the proposed study area. In addition, a public hearing will be held. Public notice will be given advising of the time and place of the meetings and hearing. A formal scoping meeting is planned between Federal, State, city and Tribal stakeholders.

To insure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments, and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Kenneth H. Davis,
District Engineer, Phoenix.
[FR Doc. 01–9782 Filed 4–19–01; 8:45 am]
BILLING CODE 4910–22–M

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–97–2341]

Parts and Accessories Necessary for Safe Operation; Manufactured Home Tires

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice of intent to deny petitions for rulemaking; request for comments.

SUMMARY: The FMCSA announces its intent to deny petitions for rulemaking from the Manufactured Housing Institute (MHI) and Multinational Legal Services, PLLC (Multinational) concerning overloading of tires used for the transportation of manufactured homes. Currently, these tires may be loaded up to 18 percent over the load rating marked on the sidewall of the tires, or in the absence of such a marking, 18 percent above the load rating specified in publications of certain organizations specializing in tires. The termination date of the rule allowing 18-percent overloading of these tires was originally set for November 20, 2000, but was delayed until December 31, 2001, to provide the agency time to complete its review of the MHI’s petition to allow 18 percent overloading on a permanent basis. The agency has now completed its review of the MHI’s data and believes that there should be no further delay in the termination date. The agency has also completed its analysis of Multinational’s petition to rescind the final rule which delayed the termination date until December 31, 2001, and determined on a preliminary basis that the petition should be denied. Denial of both petitions would result in transporters of manufactured homes being prohibited from operating such units on overloaded tires on or after January 1, 2002.

DATES: We must receive your comments by May 21, 2001. We will consider comments received after the comment closing date to the extent practicable.

ADDRESSES: You can mail, fax, hand deliver or electronically submit written comments to the U.S. Department of Transportation, Docket Management Facility, Room PL–401, 400 Seventh Street, SW., Washington, DC 20590–0001, FAX (202) 493–2251, on-line at <http://dmses.dot.gov/submit>. You must include the docket number that appears in the heading of this document in your comment. You can examine and copy all comments at the above address from 9 a.m. to 5 p.m., e.t. Monday through Friday, except Federal holidays. If you want us to notify you that we received your comments, please include a self-addressed, stamped envelope or postcard.

FOR FURTHER INFORMATION CONTACT: Mr. Larry W. Minor, Office of Bus and Truck Standards and Operations, MC–PSV, (202) 366–4009, Federal Motor Carrier Safety Administration, 400 Seventh

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APPENDIX 6-2

NEWSLETTERS AND ADVERTISEMENTS

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

A R I Z O N A D E P A R T M E N T O F
T R A N S P O R T A T I O N



South Mountain Corridor Study

Fall/Winter 2001-2002

Issue 1



Overview

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

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

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

Study Process

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

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

A key component of the study process is an extensive public involvement program, which will provide ample opportunity for

Por favor vea este documento en español en las páginas 5-7.

Please see pages 5-7 for this document in Spanish.

citizens to express their opinions and concerns. Every effort will be made to involve local residents, community leaders, government agencies and elected officials in the decision-making process.

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

Chronology

A brief history of the South Mountain Corridor, from its inception to the present.

- 1983** The Maricopa Association of Government (MAG) prepares planning studies for the Phoenix metropolitan area that identify corridors for an integrated freeway network. The South Mountain Freeway corridor is defined as a roughly two-mile wide corridor from I-10 near 51st Avenue, around South Mountain, to I-10 near Chandler Boulevard.
- 1985** Maricopa County voters approve a half-cent sales tax to fund construction of the MAG Regional Freeway System, including a 22-mile freeway connecting I-10 in Chandler with I-10 in west Phoenix.
- 1988** A state-level Location/Design Concept Report and an Environmental Assessment are completed for the South Mountain Freeway, designating an alignment along Pecos Road and the Gila River Indian Community border and north to I-10 between 55th and 63rd avenues. This refined corridor is adopted by the State Transportation Board.
- 1994** Due to a funding shortfall, ADOT identifies 76 miles of planned freeways as "unfunded segments" and later drops some of those segments from the system. The South Mountain Corridor is designated for potential development as a toll road.
- 1996** A consortium of private companies proposes to build the South Mountain Freeway as a toll road. The consortium would

For South Mountain Corridor Study information updates, or to send your comments...

Project Information: 602-712-7006

Website: www.dot.state.az.us

Email: SouthMountain@dot.state.az.us

South Mountain Corridor Team
HDR Engineering, Inc.
2141 E. Highland Ave., Ste. 250
Phoenix, AZ 85016

- later withdraw its proposal, saying the project was not financially feasible. The South Mountain Corridor remains a part of the MAG regional Freeway System, but is designated as "unfunded."
- 1999 ADOT announces plans to accelerate completion of the entire Regional Freeway System by seven years to 2007. The acceleration plan includes an unspecified portion of the South Mountain Corridor, which remains largely unfunded.
 - 2000 In anticipation of initial construction of the South Mountain Freeway, the city of Phoenix conducts a local study of Ahwatukee/ Foothills area transportation needs that includes an assessment of freeway options.
 - 2001 ADOT begins preparation of a new Location/Design Concept Report and Environmental Impact Statement to examine a broad range of alternatives to the 1988 South Mountain Freeway concept.

Issues

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

1. Why? What is the basic problem or deficiency with the existing situation and why is this a problem?
2. Why here? Why is this problem or deficiency occurring here and why is it important?
3. Why now? Why does the problem need to be addressed now? What could happen if the problem were not addressed now?

If a need is found to exist for a major transportation improvement in this corridor, the study then will move forward to consider all reasonable solutions, including the original freeway concept from the 1988 Environmental Assessment.

Questions and Answers

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

Has an alignment along Pecos Road already been decided?

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

Why is ADOT conducting a second environmental study?

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

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

ADOT began purchasing right-of-way in the corridor at a time when a specific alignment along Pecos Road had been identified and adopted. ADOT began acquiring right-of-way to preserve the result of this study. ADOT can dispose of the land that has been viability of the corridor and to minimize future relocation of homes and businesses. Should another alternative be adopted as a

acquired but is no longer needed.

Will the fact that ADOT already owns right-of-way in this corridor influence the final decision?

FHWA regulations do not allow the ownership of right-of-way to be a factor in the decision regarding the adoption of an alternative.

Will an alignment on the Gila River Indian Community be considered?

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

What factors will be considered in choosing an alternative?

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

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

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

Will the public have a voice in choosing an alternative?

Yes. An extensive effort has been developed to keep the public informed of the progress of the study and to elicit public comment. Problems, concerns and preferences expressed by citizens will be factors in the ultimate decision whether to build or not to build a new facility, what should be built and where it should be located.

Will anything other than a freeway be considered?

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

Is it possible that nothing will be built?

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

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

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

How might South Mountain Park be affected?

Any impact on South Mountain Park would be subject to restrictions in federal law, which essentially says that no parkland can be used unless it can be shown that there are no feasible or prudent alternatives.

When is something likely to be built?

It is conceivable that construction could begin as early as a year after conclusion of the study. The actual timing of construction is dependent on the availability of funding and the priority assignment to the corridor by local, regional and state officials once the Environmental Impact Statement has been completed.

Why was the toll road proposal dropped?

The toll road proposal was dropped for several reasons, including public opposition to the toll road concept and questions concerning the financial feasibility of the proposal.

Where would the corridor join I-10 to the west of Phoenix?

The corridor would likely join I-10 somewhere between 43rd Avenue and 107th Avenue. A major purpose of this study is to look at other potential locations.

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

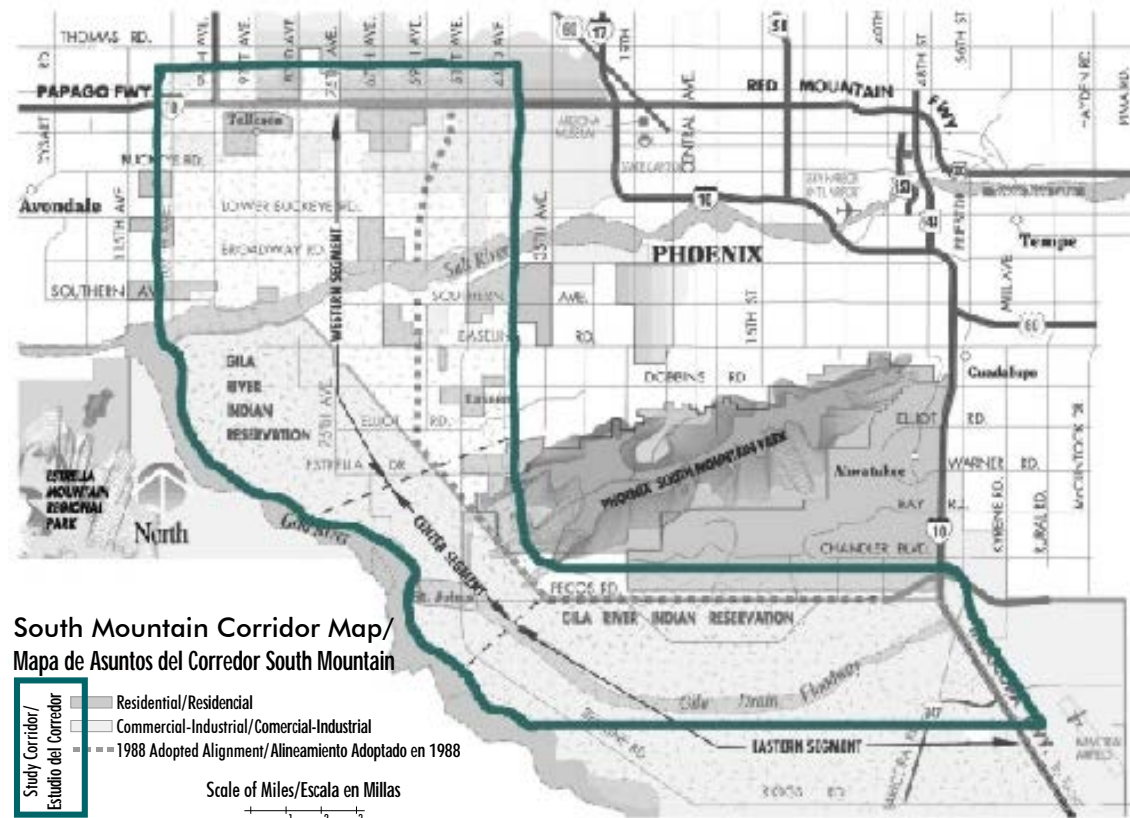
It is highly unlikely that a major transportation improvement could be completed in this area without acquiring some existing homes and/or businesses. One purpose of this study is to determine the extent of new right-of-way that would be needed for each possible alternative.

Isn't the real purpose of a South Mountain Freeway simply to act as a bypass to divert trucks from downtown Phoenix?

The Phoenix Regional Freeway System was conceived to improve mobility in the region by increasing capacity and providing alternatives to allow traffic, including truck traffic, to bypass already congested routes.

How is an Environmental Impact Statement different from the Environmental Assessment that was conducted in 1988?

The 1988 Environmental Assessment was prepared in order to satisfy state requirements only. In order to make any resulting project eligible for federal funding, the new study will satisfy federal requirements and will have to comply with the National Environmental Policy Act. Under this act, an Environmental Impact Statement is required for this project due to the potential of substantial impacts on the environment and surrounding communities. This Environmental Impact Statement is different from the 1988 Environmental Assessment in that it will address in detail all feasible alternatives to satisfy the transportation needs in the corridor.



South Mountain Corridor Map/
Mapa de Asuntos del Corridor South Mountain

Study Corridor/
Estudio del Corridor

- Residential/Residencial
- Commercial-Industrial/Comercial-Industrial
- 1988 Adopted Alignment/Alineamiento Adoptado en 1988

Scale of Miles/Escala en Millas

0 1 2 3

What Do You Think?/¿Qué Piensa Usted?

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

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

3. Additional comments/Comentarios adicionales:

Please return the completed form to/
Por favor regrese la forma completa a:

South Mountain Corridor Team
HDR Engineering, Inc.
2141 E. Highland Ave., Ste. 250
Phoenix, Arizona 85016

Optional/Opcional

Name/Nombre: _____:

Address/Domicilio: _____

City/Ciudad: _____ State/Estado: _____ ZIP/Código Postal: _____

ARIZONA DEPARTMENT OF TRANSPORTATION



Estudio del Corridor de South Mountain

Otoño/Invierno de 2002-2003

Edición 2



Panorama

Desde julio de 2001, un amplio corredor al suroeste de la montaña South Mountain se ha encontrado bajo estudio para determinar si una autopista previamente planeada debería construirse, y dónde debería ubicarse. El área de estudio incluye una región oeste, desde 43rd Avenue hasta 107th Avenue y de la autopista I-10 al río Gila River, y una región sur, desde la autopista I-10 hasta el río Gila River y de Pecos Road a Ocotillo Road.

¿Por Qué Estudiar Esta Área?

En 1985, los electores del Condado Maricopa aprobaron el plan de un Sistema Regional de Autopistas, el cual incluyó a la Autopista South Mountain. El diseño conceptual y la Evaluación Medioambiental (EA) a nivel estatal para dicha autopista fueron completados en 1988. Como fue concebida, la Autopista South Mountain conectaría con la autopista I-10 al sur de Phoenix en Pecos Road, seguiría a Pecos Road, pasaría por la punta oeste del parque South Mountain Park, y daría vuelta hacia el norte para conectarse con la autopista I-10 entre 55th Avenue y 63rd Avenue. Sin embargo, debido en parte a un déficit en el financiamiento, el Departamento de Transporte de Arizona (ADOT) eliminó de su itinerario original aproximadamente 76 millas del Sistema Regional de Autopistas, incluyendo su segmento en South Mountain.

En 1999, ADOT anunció planes de acelerar siete años la terminación del Sistema Regional de Autopistas, al año 2007. En dicho plan se incluyó el Estudio del Corridor de Transporte de South Mountain.

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

Por favor vea este documento en inglés en las páginas 1-6.

En los años que han pasado desde que se completó la evaluación EA a nivel estatal de 1988, mucho ha cambiado el área del estudio. Por lo tanto, ADOT y la Administración Federal de Carreteras están llevando a cabo un nuevo estudio medioambiental conocido como una Declaración del Impacto al Medio Ambiente, así como un Reporte de la Ubicación/el Concepto del Diseño.



Otoño/Invierno de 2002-2003

Estudio del Corridor de South Mountain

Declaración del Impacto al Medio Ambiente

Una Declaración del Impacto al Medio Ambiente (EIS) sigue un proceso paso a paso, y se requiere para todos los proyectos importantes federales (o aquellos usando dinero federal) que pudiesen tener un efecto substancial en el medio ambiente. La declaración EIS incluirá información sobre cómo pueden afectar las alternativas del proyecto tanto al medio ambiente natural (calidad del aire, vida silvestre y su hábitat, y recursos de agua), como al ambiente social/de la construcción (gente, tierras de labranza, arqueología, ruido, parques y recreación, comunidades y estética).

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

Propósito y Necesidad

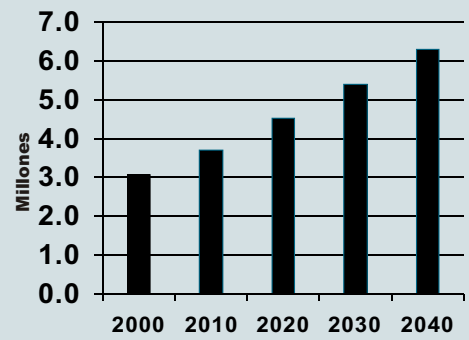
El Equipo del Proyecto se propuso contestar tres preguntas clave:

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

Un análisis de tendencias de la población, planes del uso de terrenos y demandas de viajes muestra claramente que existe un considerable problema de tráfico en el Valle, y que es muy probable que empeorará en el futuro si ahora no se planea cómo enfrentarse al crecimiento.

De acuerdo a la Asociación de Gobiernos de Maricopa (MAG), la principal agencia de planeación de la región, la población del Área Metropolitana de Phoenix creció en un 45 por ciento en la década de

Población Proyectada para el Área Metropolitana de Phoenix



1990, a 3.1 millones de residentes. Se espera que ese crecimiento continúe en las próximas décadas. Las proyecciones de MAG muestran que la población aumentará más del 50 por ciento, a 4.8 millones para 2025 y que se duplicará a 6.2 millones para 2040. Mucho del crecimiento durante la década de 1990 ocurrió en el sureste y suroeste del Valle, donde también se espera que mucho del crecimiento proyectado ocurrirá.

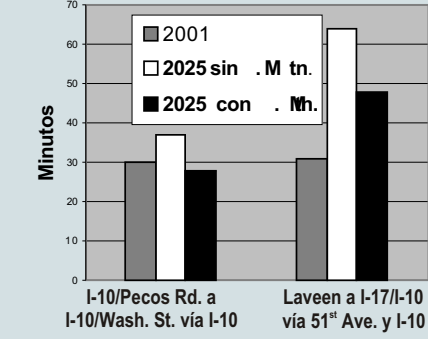
De acuerdo a las proyecciones de MAG, se espera que la demanda de viajes y las millas vehiculares manejadas en el Valle aumentarán aún más que la población. Mientras que se espera un crecimiento en la población de un poco más del 50 por ciento para 2025, MAG predice un crecimiento del 58 por ciento en el tráfico a través del mismo período de

Se espera que la demanda de viajes y millas vehiculares manejadas en el Valle aumentarán aún más que la población.

tiempo. Aún con los mejoramientos anticipados con el tranvía ligero, el servicio de camiones, los programas de reducción de viajes y la ampliación planeada de los caminos existentes, se espera que el tráfico vehicular excederá la capacidad de las calles y carreteras del suroeste del Valle hasta en un 22 por ciento para 2025.

¿Cómo afectaría al problema, la construcción de una autopista u otros importantes mejoramientos de transporte en el Corredor South Mountain? Mientras que la construcción de una sola nueva autopista no resolverá todo el problema de congestionamiento de tráfico en el Valle, una conexión entre el sur de la autopista I-10 y el oeste

Tiempo Aproximado de Viaje



* Las proyecciones del volumen de tráfico no son oficiales hasta que se apruebe la actualización del modelo de la Asociación de Gobiernos de Maricopa.

de la misma por South Mountain tendría un impacto positivo. MAG calcula que 155,000 vehículos usarían las instalaciones cada día para 2025, reduciendo la demanda en otros caminos del Valle.

El Equipo del Proyecto también está considerando los horarios de viajes entre el hogar y el trabajo, y cuánto tiempo toma manejar de una ubicación a otra. Por ejemplo, se calcula que el tiempo de viaje en la actualidad a la hora pico matutina de la autopista I-10 y Pecos Road a la autopista I-10 y Washington Street usando la autopista I-10, es de 30 minutos. En 2025, si nada se construye en el Corredor South Mountain, se espera que dicho tiempo de viaje aumente en un 23 por ciento a 37 minutos. Con instalaciones en South Mountain, se espera que dicho tiempo de viaje se reduzca a 28 minutos.

Más aún, el tiempo de viaje actual a la hora pico matutina de Laveen al enlace de las autopistas I-17/I-10, usando 51st Avenue y la autopista I-10, es de aproximadamente 31 minutos. En 2025, si nada se construye en el Corredor South Mountain, se espera que dicho tiempo de viaje aumente a más del doble, con un tiempo calculado de viaje de 64 minutos. Con instalaciones en South Mountain, se predice que dicho tiempo de viaje será reducido a 48 minutos.

Existe un considerable problema de tráfico en el Valle ... Es muy probable que empeorará en el futuro si ahora no se planea cómo enfrentarse al crecimiento.

Además de analizar información de la población y del tráfico para la región, el Equipo del Proyecto se ha reunido con cientos de residentes en el área de estudio de South Mountain, así como con comités de

planeación de la ciudad, organizaciones de propietarios de casas, líderes comunitarios y oficiales de gobierno. La mayoría de las personas sintieron que existe un creciente problema de tráfico en el Valle, y que la construcción de una conexión entre la parte sur y la parte oeste de la autopista I-10 alrededor de South Mountain ayudaría.

Si se construye una autopista nueva en el Corredor South Mountain, es extremadamente importante planearla ahora. En el mejor de los casos, la construcción de algún tramo posiblemente podría comenzar en cinco años, pero considerando la planeación, el diseño, la adquisición de derechos de paso y la construcción de la conexión a la autopista I-10 se tomaría 20 años.

¿Qué Sucederá Después?

El siguiente paso será evaluar cuidadosamente la gama completa de rutas alternas, incluyendo la ruta de 1988, y las consecuencias de no construir cosa alguna. La Declaración del Impacto al Medio Ambiente (EIS) examinará los impactos sociales, económicos y medioambientales potenciales de estas alternativas, así como formas de minimizar dichos impactos.

Las rutas identificadas por grupos locales comunitarios, organizaciones y residentes interesados, se encuentran bajo consideración del Equipo del Proyecto. Más de 30 rutas alternas han sido sugeridas a través del área del estudio.

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

Actualmente, el Equipo del Proyecto está trabajando con la Comunidad India Gila River para identificar posibles corredores en terrenos tribales a ser estudiados. Una vez que dichas pláticas sean completadas, el Equipo del Proyecto programará otra serie de reuniones públicas para considerar las alternativas propuestas.

Debido a la complejidad de este proyecto, es difícil predecir un período preciso de tiempo, pero para el primer trimestre de 2003, el Equipo del Proyecto espera tener alternativas que recomendará para un estudio más detallado. Continúe visitando el sitio en la red para obtener la información más actualizada del proyecto, o llame a la línea telefónica de información.

Alrededor del primer trimestre de 2003, el Equipo del Proyecto espera tener varias alternativas para recomendar un estudio más detallado.

Alcance

Con más de 50,000 hogares en el Corredor South Mountain, es crucial que los residentes reciban



Escuela Desert Vista High School, reunión pública/casa abierta

información y tengan toda oportunidad para que se respondan sus preguntas y se escuchen sus inquietudes.

Antes de que comience el proyecto, el Equipo del Proyecto investigó los archivos de periódicos para entender mejor los asuntos y

las opiniones previamente expresadas con respecto a este proyecto. Se lleva a cabo una amplia gama de actividades para llegar al público en varias formas.

Inicio Oficial Público/Agencia

En el otoño de 2001, gente de 95 agencias locales, regionales, estatales y federales, oficiales de la ciudad, y muchas otras personas, asistieron a una reunión de dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para ayudar a identificar a grupos de interés, asuntos, inquietudes, problemas, deseos, y necesidades en el corredor.

Reuniones Públicas

Se llevaron a cabo dos reuniones públicas en noviembre de 2001 en Ahwatukee y Phoenix. Miembros del Equipo del Proyecto dieron un panorama del mismo, moderaron una sesión de preguntas y respuestas, y hablaron con gente cara a cara sobre asuntos e inquietudes.

Boletín Informativo del Proyecto

Un boletín informativo en inglés y español fue entregado casa por casa a 28,500 residencias y negocios en el área del estudio, además de ser insertado en los periódicos Ahwatukee Foothills News y Gila River Indian Newspaper. Los boletines informativos también fueron distribuidos en los centros de servicio de distrito, oficinas de correo, y en reuniones y festivales comunitarios de la Comunidad India Gila River (GRIC).

Sitio en la Red. Correo Electrónico, y Línea Telefónica de Información

Un sitio en la red (accesado en www.dot.state.az.us) provee actualizaciones y un domicilio de correo electrónico para hacer preguntas. El número de una línea telefónica de información (602-712-7006) es publicado en el boletín informativo, en las tarjetas de presentación del proyecto, otros materiales, y el sitio en la red.

Encuesta de los Residentes

Tanto la encuesta del boletín informativo como la del sitio en la red, preguntó a las personas sobre la necesidad del proyecto, alternativas a considerar, y comentarios sobre el estudio.

Reuniones Comunitarias Locales y Eventos Públicos

El Equipo del Proyecto ha hecho presentaciones a muchos grupos de vecindarios, comités de planeación, clubes sociales y cámaras de comercio. Se erigieron puestos de información en ferias y celebraciones comunitarias.

Comunidad India Gila River (GRIC)

Los miembros de la comunidad GRIC han sido incluidos en el proceso del estudio desde su inicio. Además de las reuniones mensuales regulares de coordinación con el personal de la comunidad GRIC, se han realizado presentaciones en reuniones comunitarias en los siete distritos de la comunidad GRIC, así como en varios comités de asesoría comunitaria y asociaciones.

Equipo de Asesoría de Residentes de South Mtn.

Una forma de entender a fondo las inquietudes y los deseos de los residentes, es por medio de las personas dispuestas a dedicarse a largo plazo a participar en el proyecto. A principios de 2002, se formó un Equipo de Asesoría de Residentes de South Mountain (SMCAT) para satisfacer dicha necesidad.

Los miembros de SMCAT ayudan a proveer comunicación continua entre los residentes y el Equipo del Proyecto, y actúan como caja de resonancia de ideas para el Equipo. Ellos revisan información medioambiental y técnica, criterios de diseño, alternativas, y otros asuntos del proyecto

El propósito de SMCAT es el de:

- Proveer asesoría y opiniones al Equipo del Proyecto;

- Actuar como un conducto de información entre ADOT/FHWA y las organizaciones comunitarias;
- Proveer asesoría en reuniones públicas y de agencias, y cómo presentar efectivamente información a ser distribuida al público;
- Ayuda al Equipo del Proyecto a entender inquietudes y asuntos comunitarios.

Hechos y Preguntas y Respuestas Frecuentes

Gente a través del área del estudio ha posado numerosas preguntas. Algunas no pueden ser contestadas completamente sino hasta que se tenga más información. Una lista completa está disponible en el sitio de South Mountain en la red, en www.dot.state.az.us.

¿Ya se ha decidido el corredor a lo largo de Pecos Road?

No. La ruta de Pecos Road fue identificada como resultado de la Evaluación Medioambiental a nivel estatal de 1988. Esta ruta es una de las alternativas que serán estudiadas, así como otras alternativas, y las consecuencias de no construir cosa alguna.

¿Se puede cambiar el corredor de Pecos Road ?

Sí. El corredor de Pecos Road fue identificado como la alternativa más apropiada en 1988. Sin embargo, la Declaración del Impacto al Medio Ambiente considerará una gama de alternativas razonables de la actualidad.

¿Se considerará un corredor en la Comunidad India Gila River?

Si la Comunidad es receptiva a una ruta que pueda cruzar sus terrenos, se considerarán alternativas. Los miembros de la Comunidad India Gila River asisten a las reuniones del proyecto. Sin embargo, como un país soberano, si la Comunidad no desea que un corredor cruce sus terrenos, dicha alternativa ya no sería viable.

¿Qué factores serán considerados al seleccionar una alternativa?

Un factor principal es, qué tan bien pueda mejorar una alternativa la movilidad y ayudar a resolver futuros problemas de tráfico en el área de Phoenix, mientras que

Qué Dice la Gente

Muchas personas tienen sentimientos muy fuertes con respecto a la posibilidad de tener una autopista en el área. Por medio de entrevistas, reuniones públicas, llamadas telefónicas y notas de correo electrónico, la gente ha provisto una variedad de opiniones.

- Muchos residentes del área sur de Ahwatukee han expresado su oposición a cualquier alineación de la autopista que pudiese incluir a Pecos Road. En general, las personas que viven más cerca a Pecos Road son los que más se oponen.
- La gente a través del área tiene inquietudes con respecto a problemas potenciales de tráfico de camiones, ruido, y calidad del aire, que puedan resultar de una autopista nueva.
- Muchas personas desean asegurar que el parque South Mountain sea protegido.
- Han salido a la luz preguntas concernientes con el sitio exacto en el cual una autopista pueda conectarse con el lado oeste de la autopista I-10.
- A la gente viviendo en Laveen y Tolleson les preocupa cómo podría una autopista dividir potencialmente en forma física a sus comunidades.

Inquietudes específicas que han sido expresadas por personas en la Comunidad India Gila River (GRIC) sobre la posibilidad de una alineación en terrenos tribales.

- Los miembros de la Tribu desean asegurarse de que los propietarios privados de terrenos en GRIC sean compensados en forma justa.
- Los miembros de la Comunidad se preocupan por proteger sus sitios sagrados, históricos y culturales.
- A los residentes del Distrito 6 les preocupa particularmente el área de St. Johns y el tráfico actual de camiones en 51st Avenue.

Organizaciones Representadas por los Miembros del Equipo de Asesoría de Residentes de South Mountain

Asociación Ahwatukee Foothills Homeowners Association	Comité de Planeación de la Aldea Laveen Village
Asociación Ahwatukee Lakewood Homeowners Association	Comité de Planeación de la Aldea South Mountain Village
Asociación Arizona Motor Transport Assoc.	Compañía Accomazzo Company
Asociación Pecos Road/I-10 Landowners Association	Comunidad India Gila River, District 4
Asociación United Arizona Dairymen	Comunidad India Gila River, District 6
Asociación Valley Forward Association	Comunidad India Gila River, District 7
Cámara de Comercio Ahwatukee Foothills	Comunidad India Gila River, Grupo de Inquietudes de Personas Mayores
Cámara de Comercio South Mountain/Laveen	Concilio de Preservación de las Montañas de Phoenix
Cámara de Comercio Southwest Valley	Escuela Kyrene de los Lagos Elementary
Comité de Planeación de la Aldea Ahwatukee Foothills Village	Grupo Laveen Citizens for Responsible Development
Comité de Planeación de la Aldea Estrella Village	Oficina Agrícola del Condado Maricopa
	Organización Sierra Club



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minimiza los impactos al medio ambiente. Algunos factores que serán considerados incluyen los impactos sociales, económicos y medioambientales, las regulaciones medioambientales, la reubicación de hogares y negocios existentes, qué tan práctico pueda ser construirla, el costo, e inquietudes y preferencias del público.

¿El público tendrá una voz al seleccionar una alternativa?

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

¿La calidad del aire, el ruido y la calidad visual será impactada por la construcción de una autopista o un camino nuevo?

Un propósito principal de este estudio es el de determinar los impactos potenciales a la calidad del aire, del ruido y visual, y buscar formas para minimizar dichos impactos.

¿Se construirá algo a través del parque South Mountain Park?

Restricciones federales prohíben la intrusión de un proyecto

federal como éste en un parque como South Mountain, a menos que se pueda comprobar que no existe una alternativa factible y prudente para evitar dicha intrusión.

¿Dónde se uniría una nueva autopista a la autopista I-10 en el oeste de Phoenix?

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

¿Por qué construir esto si Ahwatukee no lo necesita?

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

Sus opiniones son importantes para este proceso. Por favor contáctenos con sus asuntos, inquietudes o preguntas. Encuentre en nuestro sitio en la red actualizaciones regulares e información, o llame en cualquier momento a nuestra línea telefónica de información.

A R I Z O N A D E P A R T M E N T O F T R A N S P O R T A T I O N



South Mountain Corridor Study

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Issue 3



History

In 1985, Maricopa County voters approved funding for a Regional Freeway System, which included a South Mountain Freeway connecting Interstate 10 south of Phoenix with Interstate 10 west of the city. The State Transportation Board approved an alignment for the South Mountain Freeway in 1988, running east and west along Pecos Road and then turning north between 55th and 63rd Avenues.

In 2001 the Arizona Department of Transportation (ADOT) and Federal Highway Administration (FHWA) began an updated study identified as an Environmental Impact Statement (EIS) to determine if such a freeway is still needed, where it should be located, and

Por favor vea este documento en español en las páginas 6-12.

Please see pages 6-12 for this document in Spanish.

Please see survey on page 5.

what the environmental, social and economic effects of such a facility might be.

Need Exists for South Mountain Freeway

An extensive analysis of population trends, land use plans and travel demand shows clearly that there is a traffic problem in this southwest area of the Valley. This problem will get considerably worse if transportation plans are not made now to address increases in population and vehicles.

At this point in the study process, it has been determined that while planned transit and roadway improvements must be part of the solution to the Valley's future transportation needs, a "purpose and need" exists to include a new freeway in the South Mountain Corridor. However, throughout the process, the no-build option remains an alternative.

The process of identifying alternative routes for the South Mountain Freeway has included local governments, businesses, the Maricopa Association of Governments (MAG), the Gila River Indian Community (GRIC) and the general public. The process began with a public "scoping" phase, during which a number of alternatives, enhanced transit options, and several conceptual alignments were proposed.

South Mountain Corridor Study

For additional information, see the ADOT website at www.dot.state.az.us then select the South Mountain link for details, past newsletters, frequently asked questions and answers, and updates.

Please email your comments to us at SouthMountain@dot.state.az.us or call our project information telephone number at 602-712-7006.

Website – www.dot.state.az.us

E-mail – SouthMountain@dot.state.az.us

Project Information – 602-712-7006

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Phoenix, AZ 85018-2311

The Alternatives

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

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

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

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

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

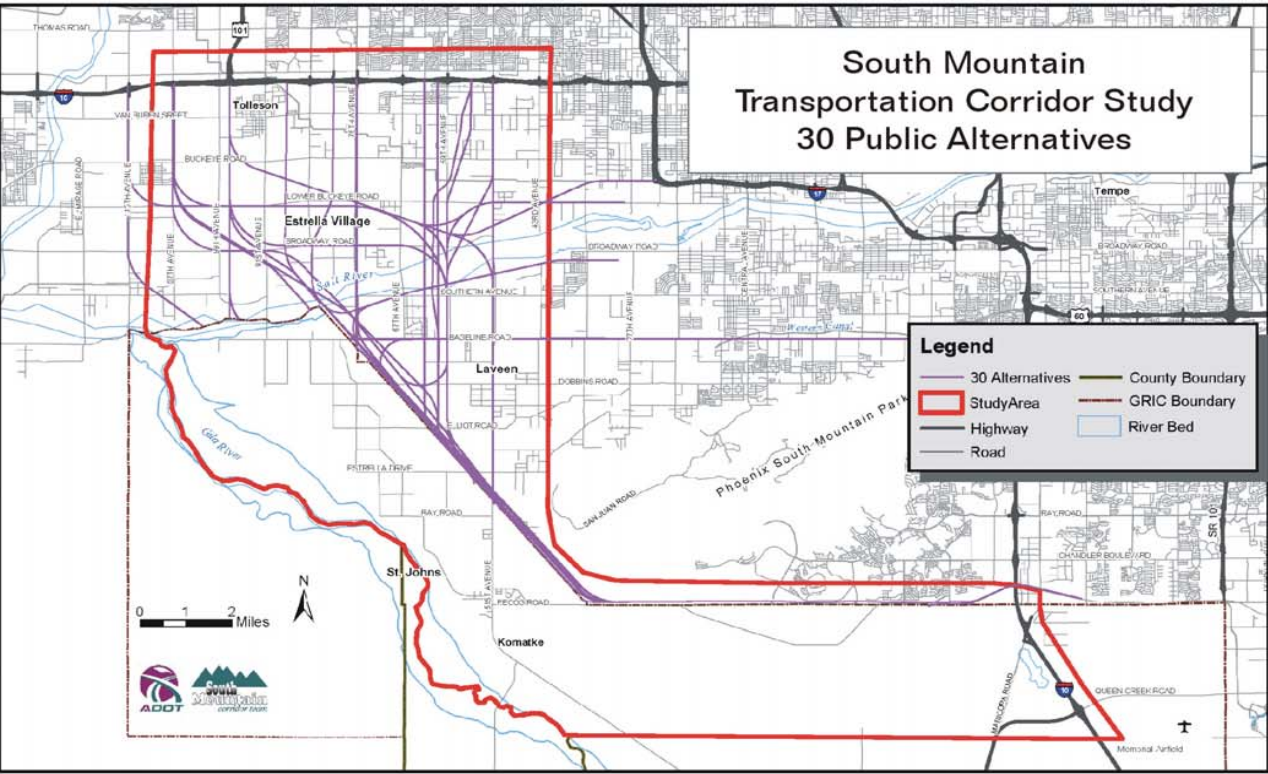
During early 2003, the potential impacts of the nine technical alternatives were analyzed and evaluated. This analysis indicated which alternatives were appropriate to move forward into the next stage of the process. The criteria used to evaluate the alternatives included their potential impacts on:

- Air quality;
- Cultural sites;
- Jurisdictional waters;
- Environmental Justice;
- Threatened and endangered species;
- Potential hazardous waste sites;
- Residential and business displacements;
- Existing utilities;

- Compliance with local land-use plans;
- Agricultural lands;
- Highway design standards and traffic operations;
- Cost;
- Political and public acceptability; and,
- Noise.

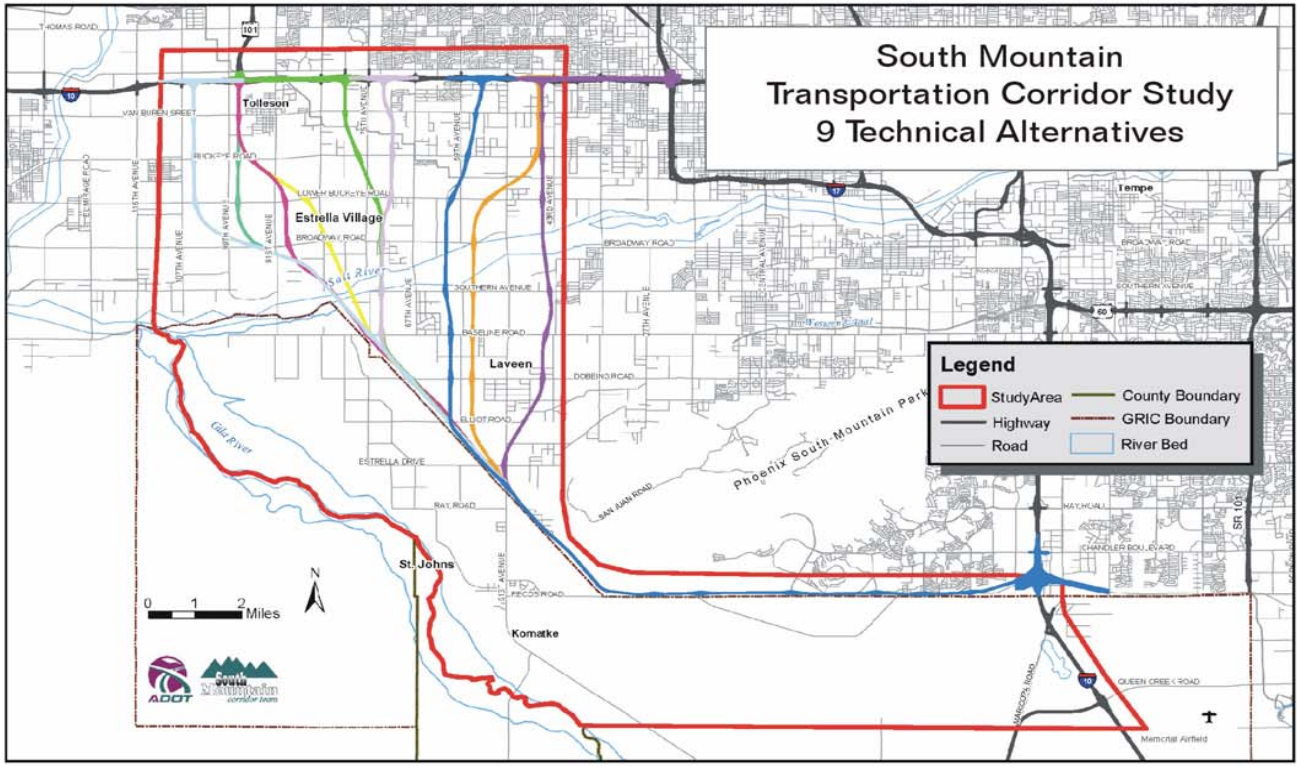
The one area where the alternatives showed distinct differences was in their impacts to traffic on I-10 from the Loop 101 interchange to the I-17 interchange. A sophisticated traffic computer modeling program shows how traffic functions now, how it would function in the year 2025 without a South Mountain Freeway, and how it would function in 2025 if different South Mountain Freeway alternatives were built. The results indicate:

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



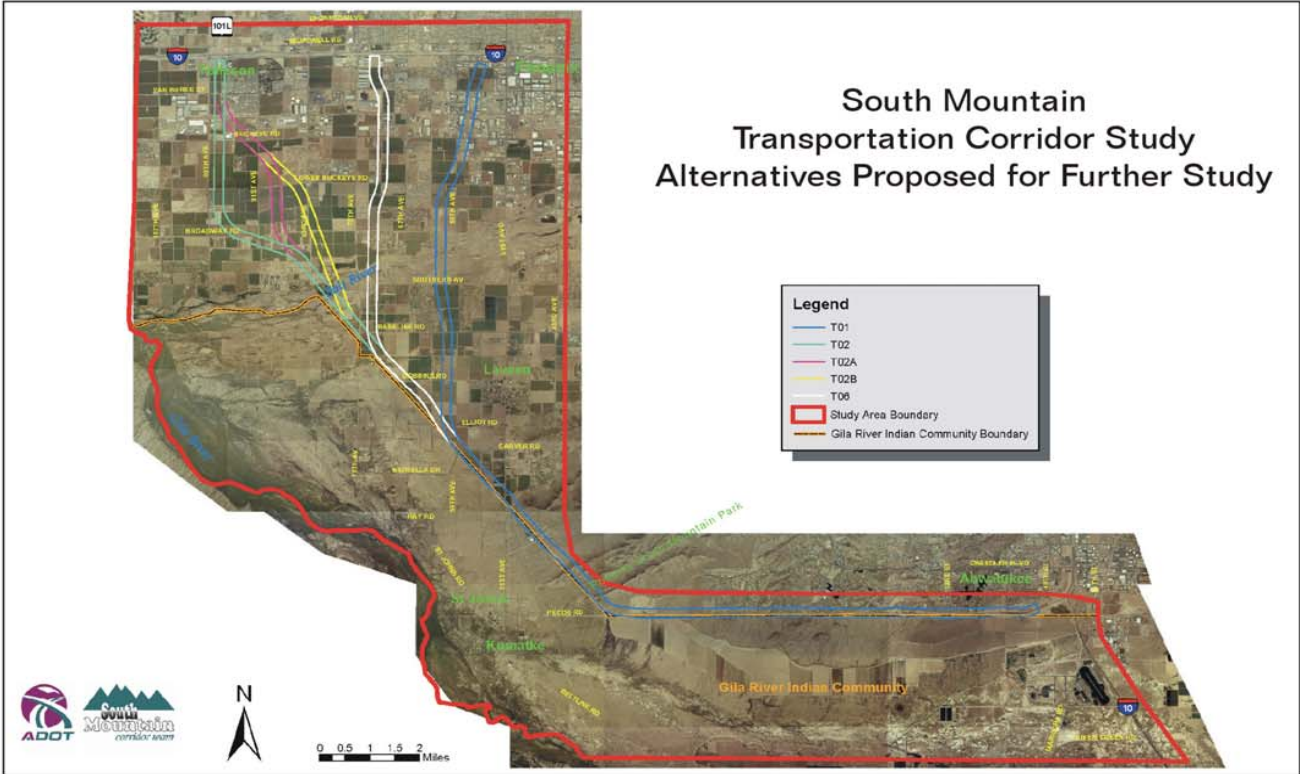
South Mountain Corridor Study

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- Any connection to I-10 less than 3 miles from Loop 101 or I-17 would not work well even if improvements were made to I-10.

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

- Alternative 1 follows the GRIC boundary until halfway between 59th and 63rd Avenues, and then turns north. The alignment runs between 59th and 63rd avenues until just south of Lower Buckeye Road, where it turns slightly to the northeast, crosses 59th Avenue and connects with I-10 near 55th Avenue, 5.25 miles east of the existing I-10/Loop 101 interchange.
- Alternative 2 follows the GRIC border across the Salt River, and continues to just west of 83rd Avenue between Southern Avenue and Broadway Road. The alignment turns north between 95th and 99th Avenues and connects with I-10 at the existing I-10/Loop 101 interchange.
- Alternative 2-A follows the GRIC border over the Salt River, then turns north between 87th and 91st Avenues just south of Broadway Road. The alignment then runs north to Lower Buckeye Road, turns to the northwest and crosses 91st Avenue. At Buckeye Road, the alignment turns to the north between 95th and 99th Avenues and connects with I-10 at the existing I-10/Loop 101 interchange.
- Alternative 2-B follows the GRIC border to 75th Avenue where it turns to the north-northwest, crosses the Salt River and runs to just south of Lower Buckeye Road between 83rd and 87th Avenues. At this point, the alignment turns northwest to Buckeye Road between 95th and 99th



Members of the South Mountain CAT listen to presentations on alignment alternatives at the August meeting.

Citizen Advisory Team Participates in Planning

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

Where Do We Go From Here?

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

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

What Do You Think?

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

2. Are there other alternatives that should be considered? _____

3. Additional comments: _____

Please return the completed form to:
South Mountain Corridor Team
HDR, Inc.
3200 E. Camelback Rd., Ste. 350,
Phoenix, AZ 85018

Optional
Name: _____
Address: _____
City: _____ State: _____ ZIP: _____



South Mountain Corridor Team
HDR, Inc.
3200 E. Camelback Rd., Ste. 350
Phoenix, AZ 85018-2311

Please Join Us

Three public meetings will provide the same information on different evenings at different locations. Please attend to learn more about the South Mountain Corridor Study, ask questions and receive answers, and share your comments and concerns. Your participation is an important aspect of the study and we hope you will attend.

Tuesday, September 30, 2003

Cesar Chavez High School
3921 W. Baseline Road, Laveen
6-8 p.m.

Wednesday, October 1, 2003

Desert Vista High School
16440 S. 32nd Street, Phoenix
6-8 p.m.

Thursday, October 2, 2003

Tolleson High School
9419 W. Van Buren, Tolleson
6-8 p.m.

Por Favor Únase

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

Martes 30 de septiembre de 2003

Escuela Cesar Chavez High School
3921 W. Baseline Road, Laveen
6-8 p.m.

Miércoles 1º de octubre de 2003

Escuela Desert Vista High School
16440 S. 32nd Street, Phoenix
6-8 p.m.

Jueves 2 de octubre de 2003

Escuela Tolleson High School
9419 W. Van Buren, Tolleson
6-8 p.m.

ADOT



Estudio del Corredor de Transporte South Mountain ASESORIA

Otoño/Invierno 2005

Estudio de la Autopista South Mountain

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

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

Estudio Medioambiental

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

¿Por Qué Se Lleva Tanto Tiempo Este Estudio?

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

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

actualizarse para incluir la mejor información disponible.

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



www.SouthMountainFreeway.com



Por Favor Acompañenos

Por favor acompañenos para hablar sobre el Corredor de Transporte South Mountain. La información recabada en estas reuniones será usada para evaluar las alternativas.

Reunión Estilo Casa Abierta: Mediodía - 8 p.m. cada día

Martes 15 de noviembre de 2005
Estrella Vista Reception Center
1471 N. Eliseo C Felix Jr. Way, Avondale

Miércoles 16 de noviembre de 2005
Corona Ranch
7611 S. 29th Avenue, Laveen

Jueves 17 de noviembre de 2005
Hotel Grace Inn
10831 S. 51st Street, Ahwatukee

En cada reunión habrá una sesión estilo casa abierta del mediodía a las 8 p.m. para permitir suficiente tiempo para preguntas y comentarios. Las presentaciones continuas proporcionarán la misma información durante el transcurso de estas reuniones. (Por favor vea los mapas de las ubicaciones en la página 12.)

Please see
pages 1-4 for
this document
in English.

Sigue Aumentando el Congestionamiento de Tránsito

Mientras esto sucede, la población crece, trayendo más vehículos y más congestionamiento de tránsito al Valle. Mientras el tránsito planeado del tranvía ligero y los autobuses debe ser parte de la solución a nuestro futuro en el transporte, los resultados del estudio muestran claramente una necesidad regional de construir una nueva autopista en el área de South Mountain. La Autopista South Mountain ha sido planeada como parte del Sistema Regional de Autopistas desde la década de

los 80s, y sigue siendo una conexión crítica para las necesidades de transporte de la región.

El proceso de identificar rutas alternas para la Autopista South Mountain ha sido abierto y exhaustivo. El estudio ha incluido a gobiernos locales, negocios, la Asociación de Gobiernos de Maricopa (MAG), la Comunidad India Gila River (GRIC por sus siglas en inglés), así como información e ideas de miles de residentes.

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

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



¿Cuáles Son las Principales Diferencias en Estas Conexiones?

Las conexiones de 55th Avenue, 71st Avenue y el anillo de circunvalación Loop 101 difieren en cuanto a su proximidad al centro de Phoenix. Cada una de ellas cuenta con distintos impactos sociales y económicos para los vecindarios, y cada una afecta al tránsito de manera diferente a lo largo de la autopista I-10 y otros segmentos del Sistema Regional de Autopistas.

La ubicación de las alternativas y sus distancias a los centros de trabajo y residenciales, cambiarían la estructura del tránsito usando la autopista propuesta, así como el destino de dicho tránsito.

Cada alternativa podría tener distintos efectos en las comunidades a las que da servicio, posiblemente dividiendo distritos escolares y vecindarios, o proporcionando acceso directo a la autopista a los centros propuestos de las aldeas (como el Centro de la Aldea Laveen en Dobbins Road y 59th Avenue). Las tres alternativas cruzan una variedad de usos de terreno actuales y propuestos. Algunas tienen mayor impacto en futuros terrenos residenciales, mientras que otras impactan la futura propiedad comercial o industrial. Los futuros usos de terrenos han sido planeados cerca del alineamiento original de 55th Avenue, lo cual es similar al alineamiento propuesto a mediados y finales de la

década de los 80s. Las tres alternativas podrían resultar en reubicaciones residenciales y de negocios.

Mientras que las tres requerirían mejoramientos a la autopista I-10 y posiblemente al anillo de circunvalación Loop 101, la ubicación de los mejoramientos cambiará de acuerdo a la ubicación de la conexión.

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

- 50 por ciento del tránsito en una conexión de South Mountain a la autopista I-10 en 55th Avenue vendría de o iría hacia el este (centro de Phoenix) por la autopista I-10.
- Con una conexión a la autopista I-10 en 71st Avenue, cerca del 40 por ciento del tránsito de la Autopista South Mountain se dirigiría hacia el este por la autopista I-10.
- Con una conexión a la autopista I-10 en el anillo de circunvalación Loop 101, cerca de 33 por ciento del tránsito de la Autopista South Mountain viajaría hacia y desde el este por la autopista I-10, y la mayoría del resto de los vehículos usarían el anillo de circunvalación Loop 101.

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

Si se construyese la Autopista South Mountain, probablemente se conectaría en el este de la autopista I-

10 en la intersección con el anillo de circunvalación Loop 202. Continúan las pláticas con la Comunidad India Gila

River (GRIC por sus siglas en inglés), en un esfuerzo por determinar si el equipo de estudio puede examinar los terrenos de la comunidad GRIC como una posible opción para la autopista. La única otra opción conectaría con

Pecos Road al norte de la frontera de la comunidad GRIC, siguiendo ese alineamiento al este, hacia la actual intersección de tránsito I-10/Loop 202.

Comunidad India Gila River

Desde el principio del estudio en 2001, ADOT y FHWA han trabajado con la comunidad GRIC, para determinar si la porción de la autopista puede ser ubicada en tierras de la GRIC, al sur de Pecos Road. A la fecha, ninguna de las opciones de la Comunidad ha sido aprobada por dicha comunidad para continuar con estudios posteriores.

La Comunidad India Gila River tiene la autoridad única y exclusiva para decidir si y dónde podrían hacerse estudios o construirse una autopista en sus terrenos. Por lo tanto, si se debe identificar una preferencia para el lado este sin considerar las alternativas de la comunidad GRIC, las opciones incluirían ya sea la alineación en Pecos Road, o el no construir la Autopista South Mountain.

¿No Construir Una Autopista Es Realmente una Opción?

No construir una autopista sigue siendo una opción. Si se elige esta opción, el proyecto propuesto completo no se llevaría a cabo, y se evaluarían los efectos ambientales

de no tomar acción alguna. Es posible, sin embargo, que se inicie un nuevo estudio para el área en algún momento en el futuro.

Equipo de Asesoría de Ciudadanos

Desde principios de 2002, ADOT ha estado trabajando con un Equipo de Asesoría de Ciudadanos (CAT por sus siglas en inglés) formado por personas del suroeste del Valle, Laveen, la asociación Valley Forward Association, Ahwatukee, la Comunidad India Gila River, la organización Sierra Club, los representantes de la asociación de propietarios de viviendas, y muchas otras a través de toda el área del estudio.



El Equipo de Asesoría de Ciudadanos de South Mountain incluye a 26 representantes de a través de toda el área de estudio del proyecto.

El equipo CAT actúa como tornavoz y ayuda al equipo del proyecto a entender los asuntos y las inquietudes de la comunidad. El grupo se reúne regularmente para revisar los datos técnicos y medioambientales, para hablar sobre los intereses e inquietudes de sus comunidades individuales, y para ayudar a encontrar una solución en consenso para este proyecto tan complejo. Este grupo ha dedicado una gran cantidad de tiempo a estudiar las proyecciones detalladas de tránsito, los impactos potenciales en las comunidades locales, y las consecuencias de las opciones y alternativas. Finalmente, el equipo CAT hará una recomendación a ADOT, sin embargo, la recomendación del equipo de

asesoría será sólo uno de muchos factores que ADOT y FHWA considerarán al seleccionar una alternativa preferida.

¿Y Ahora Qué?

Después de revisar los comentarios públicos y la recomendación del equipo CAT, ADOT y FHWA identificarán una alternativa preferida para una conexión en el oeste de la autopista I-10. Una vez que se haya completado sustancialmente el Borrador de la Declaración del Impacto Medioambiental (DEIS por sus siglas en inglés) en 2006, ADOT y FHWA identificarán una alternativa preferida para el lado oeste. Entonces, el borrador DEIS estará disponible durante 45 días para que el público lo revise. Durante ese periodo de

comentarios de 45 días, se llevará a cabo una audiencia pública para considerar el contenido del borrador DEIS. Cuando esté terminado, el público tendrá otra oportunidad de 30 días para comentar sobre la declaración EIS final. Los comentarios recibidos durante los periodos de comentarios de 45 y 30 días serán usados por las agencias para tomar su decisión con respecto al proyecto. La decisión final será presentada en el Registro de Decisión final por la FHWA, lo cual se espera que suceda en 2007.

For More Information

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

Please e-mail your comments to us at SouthMountain@azdot.gov or call our project information telephone number at 602-712-7006.

U.S. Postal Mail can be addressed to:

South Mountain Corridor Team
c/o HDR Engineering
3200 East Camelback Road, Suite 350
Phoenix, AZ 85018-2311

Para Más Información

Presione sobre el nombre del proyecto en el sitio web www.SouthMountainFreeway.com para detalles completos, boletines previos, preguntas frecuentes y sus respuestas, y actualizaciones regulares.

Por favor envíenos una nota con sus comentarios por correo electrónico a SouthMountain@azdot.gov, ó llame a nuestro número telefónico de información al 602-712-7006.

La correspondencia usando el Servicio Postal de los Estados Unidos puede dirigirse a:

South Mountain Corridor Team
c/o HDR Engineering
3200 East Camelback Road, Suite 350
Phoenix, AZ 85018-2311



Comments/Comentarios

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

Please return the completed form to/Por favor regrese la forma completa a:

South Mountain Corridor Team
c/o HDR, Inc.
3200 E. Camelback Rd., Ste. 350
Phoenix, AZ 85018-2311

This comment form and opportunity to join the mailing list are also available on our website: www.dot.state.az.us./Esta forma de comentarios y oportunidad de unirse a la lista de correspondencia también está disponible en el sitio en la red: www.dot.state.az.us.

(Optional/Opcional)

Name/Nombre: _____

Address/Domicilio: _____

City/Ciudad: _____ State/Estado: _____

ZIP/Código Postal: _____ Phone/Teléfono: _____

☐ Please add me to the South Mountain Transportation Corridor Study mailing list./Por favor agréguenme a la lista de correspondencia del Estudio del Corredor de Transporte South Mountain.

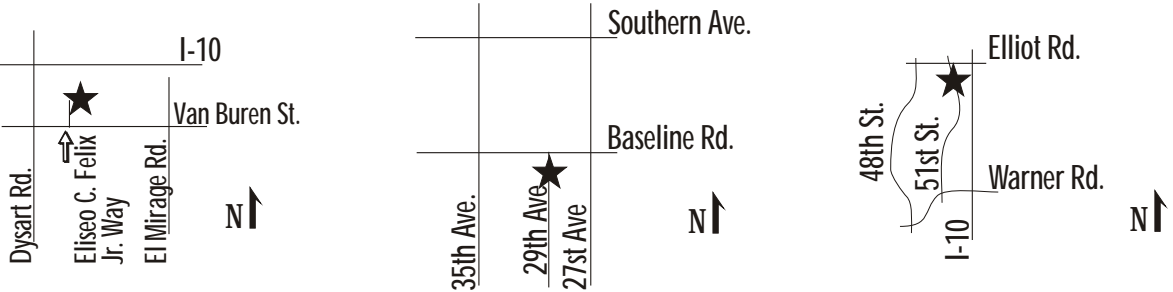
Be Part of the Process

Please join us to discuss the South Mountain Transportation Corridor. Input gathered at these meetings will be used to evaluate the alternatives. Each meeting will feature an open house from noon-8 p.m. to allow ample time for questions and comments. Ongoing presentations will provide the same information throughout the course of these meetings.

Tuesday, Nov. 15, 2005/
Martes 15 de noviembre de 2005
Estrella Vista Reception Center
1471 N. Eliseo C Felix Jr. Way, Avondale

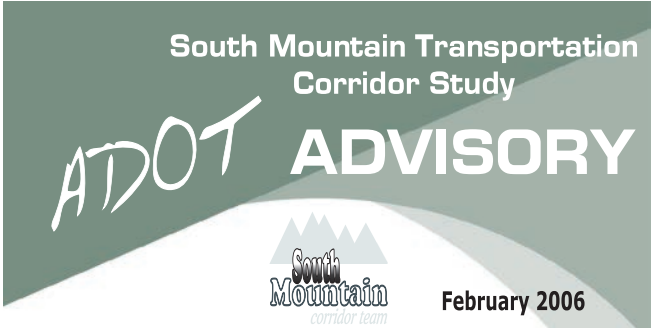
Wednesday, Nov. 16, 2005/
Miércoles 16 de noviembre de 2005
Corona Ranch
7611 S. 29th Avenue, Laveen

Thursday, Nov. 17, 2005/
Jueves 17 de noviembre de 2005
Grace Inn
10831 S. 51st Street, Ahwatukee



South Mountain Corridor Team
c/o HDR, Inc.
3200 E. Camelback Rd., Ste. 350
Phoenix, AZ 85018-2311





ADOT Needs Your Input

The Arizona Department of Transportation is considering three locations for the potential Loop 202 South Mountain Freeway to connect to Interstate 10 on the west side of the Valley. Public meetings will be held to discuss how a South Mountain Freeway might affect I-10 access.

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

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

Should I attend?

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

South Mountain/
I-10 Access Open House

Tuesday, March 7
Open House 4-7 p.m.
Presentations: 5 p.m. & 6 p.m.
Holiday Inn Phoenix West
1500 N. 51st Avenue

Wednesday, March 8
Open House 5-8 p.m.
Presentations: 6 p.m. & 7 p.m.
Santa Maria Middle School
7250 W. Lower Buckeye Road



ADOT Necesita Su Opinión

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

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

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

¿Debo asistir?

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

Casa Abierta de South
Mountain/Acceso a la I-10

Martes 7 de marzo
Casa Abierta: 4 a 7 p.m.
Presentaciones: 5 p.m. y 6 p.m.
Hotel Holiday Inn Phoenix West
1500 N. 51st Avenue

Miércoles 8 de marzo
Casa Abierta: 5 a 8 p.m.
Presentaciones: 6 p.m. y 7 p.m.
Escuela Santa Maria Middle School
7250 W. Lower Buckeye Road



South Mountain Corridor Team
c/o HDR, Inc.
3200 E. Camelback Rd., Ste. 350
Phoenix, AZ 85018-2311

For More Information

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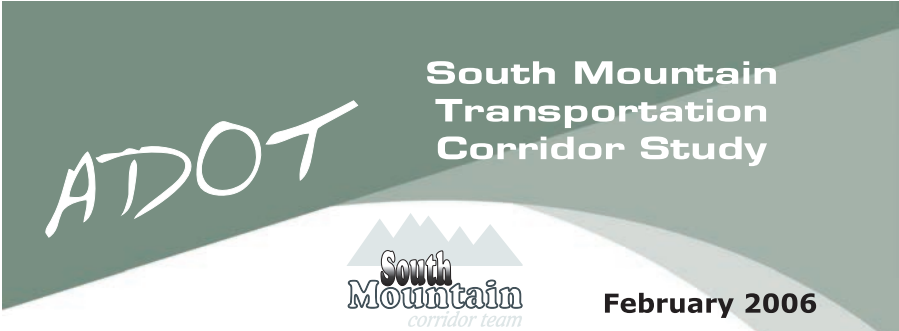
Para Más Información

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South Mountain Corridor Team
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ADOT Needs Your Input

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

- *55th Avenue Connection* -- would change existing access to I-10 between 67th Avenue and 43rd Avenue and would limit local access at 63rd Avenue and 43rd Avenue.
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Should I attend?

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South Mountain/
I-10 Access Open House

Tuesday, March 7
Open House 4-7 p.m.
Presentations: 5 p.m. & 6 p.m.
Holiday Inn Phoenix West
1500 N. 51st Avenue

Wednesday, March 8
Open House 5-8 p.m.
Presentations: 6 p.m. & 7 p.m.
Santa Maria Middle School
7250 W. Lower Buckeye Road



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



ADOT Necesita Su Opinión

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

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

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Casa Abierta de South
Mountain/Acceso a la I-10

Martes 7 de marzo
Casa Abierta: 4 a 7 p.m.
Presentaciones: 5 p.m. y 6 p.m.
Hotel Holiday Inn Phoenix West
1500 N. 51st Avenue

Miércoles 8 de marzo
Casa Abierta: 5 a 8 p.m.
Presentaciones: 6 p.m. y 7 p.m.
Escuela Santa Maria Middle School
7250 W. Lower Buckeye Road



Más información al 602-712-7006 * www.SouthMountainFreeway.com

ARIZONA DEPARTMENT OF
TRANSPORTATION

PUBLIC MEETINGS

South Mountain Corridor Study Public Scoping Meetings

Monday, November 5, 2001
Desert Vista High School,
Auditorium
16440 S. 32nd St., Ahwatukee

Thursday, November 8, 2001
Fowler Elementary School,
Cafeteria
6707 W. Van Buren St., Phx.

both evenings: 6:30-7 p.m. Presentation, 7-9 p.m. Q&A/Open House

The map shows the South Mountain Corridor Study area. It includes I-10 running horizontally. To the south of I-10, there are several streets: Chandler Blvd., Pecos Rd., 32nd St., 40th St., 75th Ave, 67th Ave, and 59th Ave. To the north of I-10, there are McDowell Rd., Van Buren St., and Buckeye Rd. The map also shows Ray Rd. and Mountain Pkwy. Desert Vista H.S. is located at the intersection of 32nd St. and I-10. Fowler Elementary is located at the intersection of 67th Ave and Van Buren St. A north arrow is shown at the bottom right.

The Arizona Department of Transportation (ADOT) will conduct public scoping meetings for the South Mountain Transportation Corridor Study. The public meetings will be held on Monday, November 5, 2001 at the Desert Vista High School Auditorium and on Thursday, November 8, 2001 at the Fowler Elementary School Cafeteria. Each public meeting will provide the same information with a presentation from 6:30-7 p.m. and a question and answer session/open house from 7-9 p.m.

ADOT, in conjunction with the Federal Highway Administration, is beginning an engineering and environmental study known as an Environmental Impact Statement that will examine transportation needs in the corridor and evaluate all reasonable ways to meet them, including whether there is a need for a major transportation improvement in the corridor.

The purpose of this meeting is to inform people of the status of the South Mountain Corridor Study, take questions and provide answers, and hear comments and concerns. Public participation is an important part of the project evaluation process and all interested parties are encouraged to attend the hearing.

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

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

Perry Powell
District Engineer

Mary A. Viparina
Project Manager

Edward D. Wright
State Engineer

Tracs No. 202L MA 054 H5764 01L

ARIZONA DEPARTMENT OF
TRANSPORTATION

PUBLIC MEETINGS

South Mountain Corridor Study Public Meetings

Tuesday, September 30, 2003
Cesar Chavez High School
3921 W. Baseline Rd., Phoenix

Wednesday, October 1, 2003
Desert Vista High School,
16440 S. 32nd St., Ahwatukee

Thursday, October 2, 2003
Tolleson High School
9419 W. Van Buren St., Tolleson

Each evening: 6-8 p.m. Open House, 6:30 p.m. Presentation

The map shows the South Mountain Corridor Study area. It includes I-10 running horizontally. To the south of I-10, there are several streets: Chandler Blvd., Pecos Rd., 32nd St., 40th St., 75th Ave, 67th Ave, and 59th Ave. To the north of I-10, there are McDowell Rd., Van Buren St., and Buckeye Rd. The map also shows Ray Rd. and Mountain Pkwy. Cesar Chavez H.S. is located at the intersection of 3921 W. Baseline Rd. and I-10. Desert Vista H.S. is located at the intersection of 16440 S. 32nd St. and I-10. Tolleson H.S. is located at the intersection of 9419 W. Van Buren St. and I-10. A north arrow is shown at the bottom right.

The Arizona Department of Transportation (ADOT) will conduct public meetings to obtain public input on alternatives for the South Mountain Transportation Corridor Study. The public meetings will be held on Tuesday, September 30 at Cesar Chavez High School, 3921 W. Baseline, Phoenix; Wednesday, October 1 at Desert Vista High, 16440 S. 32nd Street, Ahwatukee; and Thursday, October 2 at Tolleson High School, 9419 W. Van Buren, Tolleson. Each public meeting will provide the same information from 6-8 p.m. starting with an open house and a presentation and question and answer session at 6:30 p.m.

ADOT, in conjunction with the Federal Highway Administration, is conducting an engineering and environmental study known as an Environmental Impact Statement that will examine transportation needs in the corridor and evaluate all reasonable ways to meet them, including whether there is a need for a major transportation improvement in the corridor.

The purpose of this meeting is to provide people with information on the alternatives that are being studied for a South Mountain Freeway, take questions and provide answers, and hear comments and concerns. Public participation is an important part of the alternative evaluation process and all interested parties are encouraged to attend the hearing.

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

For additional information or to submit comments in writing, contact Thor Anderson, ADOT Environmental & Enhancement Group, 205 S. 17th Ave., MD 619E, Phoenix, AZ 85007, phone: (602) 712-8637, fax: (602) 712-3066, or see www.dot.state.az.us. This ad is also available at www.adotenvironmental.com.

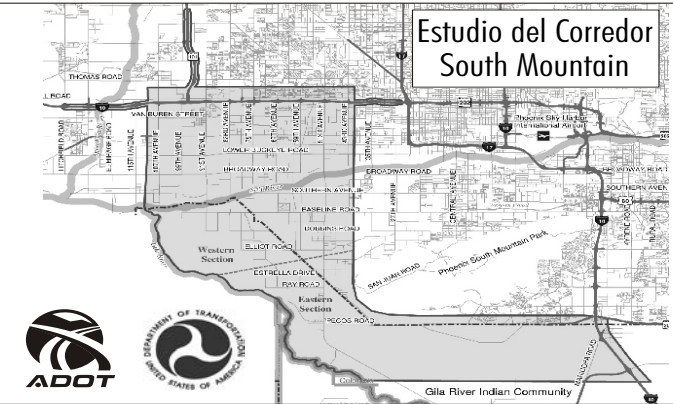
Perry Powell
District Engineer

Floyd Roehrich
Project Manager

William J. "Bill" Higgins
Acting State Engineer

Tracs No. 202L MA 054 H5764 01L

DEPARTAMENTO DE TRANSPORTE DE ARIZONA
REUNIONES PÚBLICAS



El Departamento de Transporte de Arizona (ADOT por sus siglas en inglés) y la Administración Federal de Autopistas (FHWA por sus siglas en inglés), están evaluando rutas alternas para la Autopista South Mountain, el segmento de autopista del anillo de circunvalación Loop 202, conectando a la autopista Interestatal 10 al sur de Phoenix con la autopista Interestatal 10 al oeste de la ciudad.

Se llevarán a cabo reuniones públicas para presentar las alternativas y proporcionar una oportunidad para recibir información de los ciudadanos. Se realizarán presentaciones y sesiones de preguntas y respuestas durante el día, así como una reunión continua al estilo casa abierta. Cada una de las reuniones contendrá la misma información. Asistirán representantes del departamento ADOT y de la administración FHWA.

En 2001 el departamento ADOT, en cooperación con la administración FHWA, empezó a preparar el Reporte de Concepto de Ubicación/Diseño y la Declaración del Impacto Medioambiental para determinar si tal autopista todavía se necesita, dónde debería ubicarse, y cuáles podrían ser los impactos sociales, económicos y al medio ambiente que dichas instalaciones podrían ocasionar.

Las personas con una discapacidad pueden solicitar adaptaciones razonables, tales como un intérprete de lenguaje a señas, comunicándose con Theresa Gunn, Gunn Communications Inc., 8629 W. Alex Avenue, Peoria, AZ 85382, teléfono: (623) 362-1597, fax: (623) 362-1721. Las solicitudes deben hacerse cuanto antes posible, dando tiempo para hacer los arreglos para las adaptaciones. Este aviso está disponible en formatos alternos, llamando a Theresa Gunn en el número que aparece arriba.

Para información adicional o para presentar comentarios por escrito, comuníquese con Ralph Ellis, ADOT Environmental & Enhancement Group, 205 S. 17th Ave., MD 619E, Phoenix, AZ 85007, teléfono: (602) 712-6161, fax: (602) 712-3066, correo electrónico: rellis@azdot.gov.

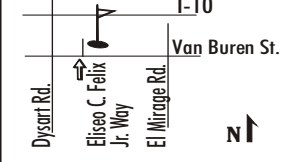
www.SouthMountainFreeway.com

Perry Powell Mike Bruder Sam Elters
Ingeniero de Distrito Gerente del Proyecto Ingeniero del Estado

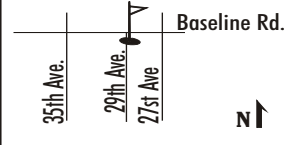
Tracs No. 202L MA 054 H5764 01L

CASA ABIERTA:
Mediodía - 8 p.m. cada día

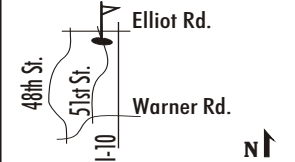
Martes 15 de noviembre
Estrella Vista Reception Center
1471 N. Eliseo C. Felix Jr. Way
Avondale



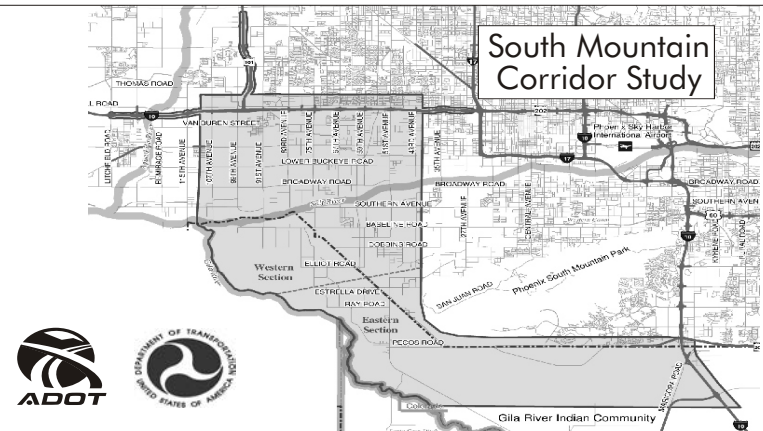
Miércoles 16 de noviembre
Corona Ranch
7611 S. 29th Avenue, Laveen



Jueves 17 de noviembre
Hotel Grace Inn
10831 S. 51st Street, Ahwatukee



ARIZONA DEPARTMENT OF TRANSPORTATION
PUBLIC MEETINGS



The Arizona Department of Transportation is considering three locations for the potential Loop 202 South Mountain Freeway to connect to Interstate 10 in the West Valley.

Public meetings will be held to discuss how a South Mountain Freeway might affect I-10 access. Each of the presentations will contain the same information. Representatives from ADOT and FHWA will be in attendance.

Each of the alternatives would require I-10 improvements and widening. The options include:

Loop 101 Connection -- would change access to the freeway from 99th Avenue and reconstruct ramps at the I-10/Loop 101 interchange.

71st Avenue Connection -- would change existing access to I-10 between 59th Avenue and 83rd Avenue and would limit local access at 59th Avenue and 83rd Avenue.

55th Avenue Connection -- would change existing access to I-10 between 67th Avenue and 43rd Avenue and would limit local access at 63rd Avenue and 43rd Avenue.

If your home or business would be affected, or if your usual travel routes would change, ADOT would like to hear from you. Please consider attending one of the upcoming meetings.

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For additional information or to submit comments in writing, contact Ralph Ellis, ADOT Environmental & Enhancement Group, 205 S. 17th Ave., MD 619E, Phoenix, AZ 85007, phone: (602) 712-6161, fax: (602) 712-3066, e-mail: rellis@azdot.gov.

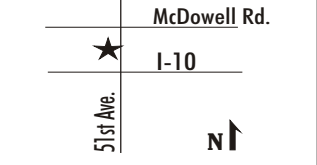
www.SouthMountainFreeway.com

Perry Powell Mike Bruder Sam Elters
District Engineer Project Manager State Engineer

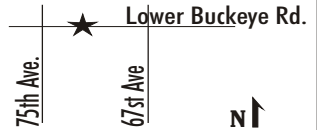
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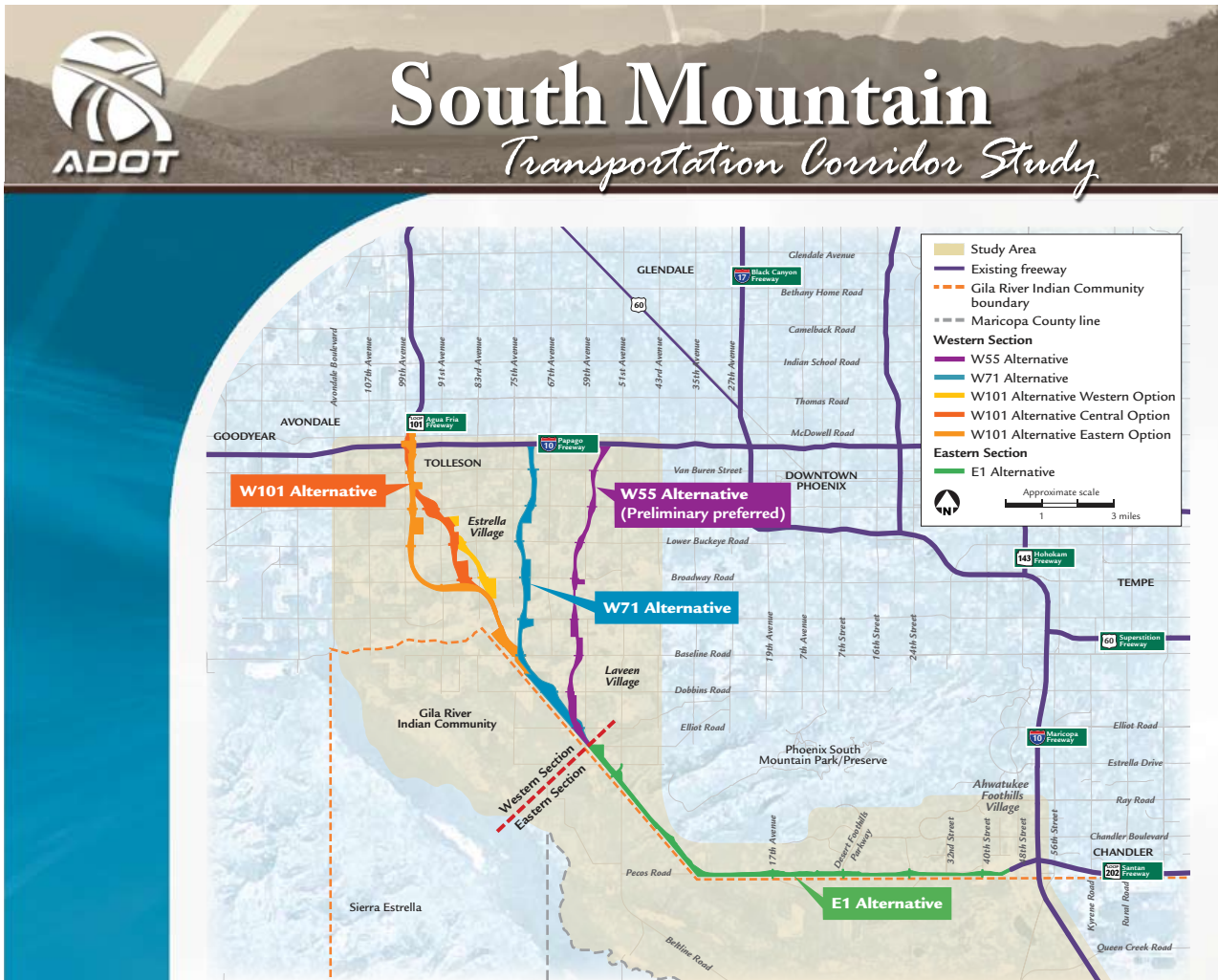
**South Mountain/
I-10 Access Open House**

Tuesday March 7, 2006
Open House 4-7 p.m.
Presentations: 5 p.m. & 6 p.m.
Holiday Inn Phoenix West
1500 N. 51st Avenue



Wednesday, March 8, 2006
Open House 5-8 p.m.
Presentations: 6 p.m. & 7 p.m.
Santa Maria Middle School
7250 W. Lower Buckeye Road





Alternatives studied in the Draft Environmental Impact Statement

What has been happening?

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

Since 2002, ADOT and FHWA have worked with a Citizens Advisory Team (CAT) that represents various groups in the South Mountain Freeway Study Area. In 2006, the CAT completed its evaluation of the Western Section alternatives and

recommended the W101 Alternative. In doing so, the CAT emphasized the importance of addressing long-term regional mobility issues, but also expressed concern regarding the possible impacts on community character and cohesion. While taking the CAT recommendation into account, ADOT ultimately identified the W55 Alternative as its preliminary preferred alternative. ADOT's decision was based on overall regional transportation needs; a comprehensive evaluation of social and economic conditions; public and agency comments; engineering elements, such as evaluating traffic data; project costs and environmental factors.

The CAT currently is evaluating the proposed freeway to recommend whether it should be built. Following the public release of the Draft EIS, the



South Mountain
Transportation Corridor Study



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

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

What is the Draft Environmental Impact Statement?

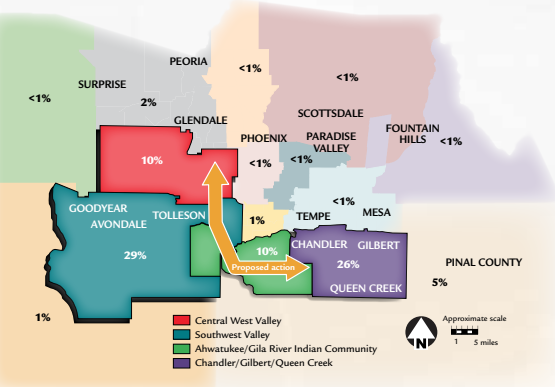
The National Environmental Policy Act (NEPA) requires that EISs be prepared for all major federal actions (or those involving federal funding) that could have a significant effect on the environment.

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

Purpose and Need Almost 50 percent of projected increases in population, housing and employment from 2005 to 2030 for the entire Maricopa Association of Governments (MAG) region is expected to occur in the southwestern and southeastern portions of the Phoenix metropolitan area (see the graphic addressing

Addressing mobility needs in the MAG region

Seventy-five percent of vehicles forecast to use the proposed freeway were shown to have origins and/or destinations near the proposed South Mountain Freeway. A freeway would be used by vehicles from the east and west areas of the MAG region, and would address east-west mobility needs.



mobility needs above). The proposed freeway would serve the projected increases in these areas.

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

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

1983	1985	1988	1994	1996	1999	2001
The Maricopa Association of Governments (MAG) prepares planning studies for the Phoenix metropolitan area that identify corridors for an integrated freeway network.	Maricopa County voters approve a half-cent sales tax to fund the MAG's Regional Freeway System.	A Design Concept Report (DCR) and a state-level Environmental Assessment (EA) are completed for the South Mountain Freeway.	Due to a funding shortfall, ADOT identifies the South Mountain Freeway as an "unfunded segment."	A consortium of private companies proposes to build the South Mountain Freeway as a toll road. The consortium would later withdraw its proposal.	ADOT announces plans to resume completion of the Regional Freeway System, including an unspecified portion of the South Mountain Transportation Corridor.	ADOT begins preparing a new L/DCR and EIS to examine a broad range of alternatives to address the transportation needs in the southwest valley. Public input efforts begin.



Section 4(f) Evaluation Section 4(f) of the U.S. Department of Transportation Act protects the use of public recreational land, historic resources and traditional cultural properties (TCPs). This includes an evaluation of Section 4(f) resources, a determination of impacts and an evaluation of measures available to minimize impacts, when warranted.

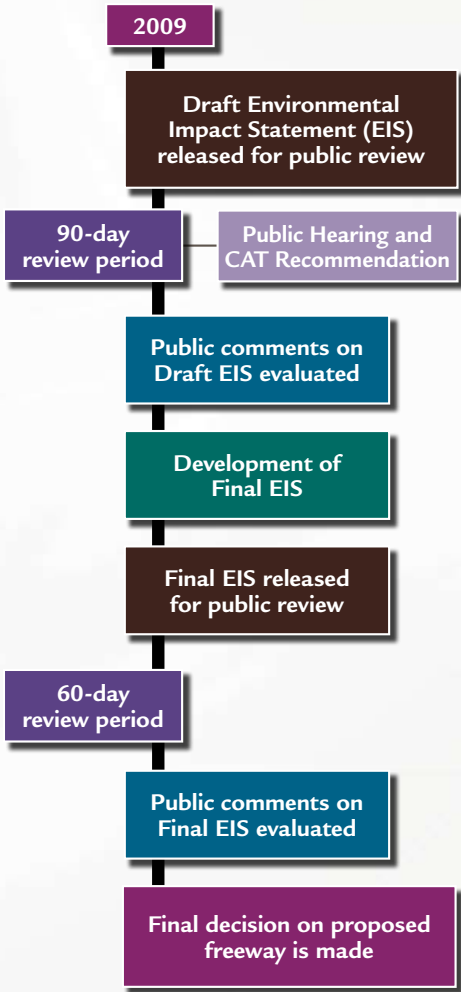
Public and Agency Outreach Since ADOT and FHWA began preparing the Draft EIS in 2001, they have worked to engage and provide study information to the public and agencies. Some of the outreach included holding public meetings in November 2005 to discuss and receive information regarding the proposed alternatives. Approximately 2,600 people attended these meetings. Public meetings also were held in March 2006 to discuss how Interstate 10 might be affected by each of the potential connection options in the West Valley. Nearly 400 people attended these meetings. Public and agency outreach will continue through the next steps in study process (see the graphic on this page).

What is the status of the Draft EIS?

ADOT and FHWA currently are reviewing the technical information in the Draft EIS for the proposed South Mountain Freeway. During the review process, ADOT and FHWA are working with the Gila River Indian Community (GRIC) to address the status of the South Mountains as a TCP. A TCP is a site that is eligible for inclusion in the National Register of Historic Places because of its association with cultural practices or beliefs. Consultation on this issue with GRIC is necessary to complete the technical review.

The exact timeframe is unknown for the completion of the review process; however, when the review is completed and approved for distribution by ADOT and FHWA, it will be available to the public for review and comment. ADOT and FHWA are working as quickly as possible to complete this complex and important study process.

What are the next steps?



We are here

Summer/Fall	Fall/Winter	Fall 2003	Fall 2004	Fall 2005	June 2006	2009	2010
The study team collects baseline information and issues on the transportation corridor.	The study team determines that there is a purpose and need to continue the study.	ADOT, FHWA and the U.S. Army Corps of Engineers concur on the three build alternatives plus options. These are carried forward into the Draft EIS for more detailed analysis.	Voters approve funding MAG's Regional Transportation Plan — including the South Mountain Freeway.	Public information meetings held. Expansive public input efforts continue throughout the study.	ADOT announces the W55 (55th Avenue) Alternative as the "preliminary preferred alternative" based on community input, economic impacts, environmental factors, and traffic analysis.	Expected publication of Draft EIS and public hearing.	Expected final decision on the South Mountain Freeway.

For more information regarding this study, please visit the study Web site at www.SouthMountainFreeway.com.

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How to Contact Us

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- Hotline:** 602.712.7006
- Web site:** www.SouthMountainFreeway.com
- Fax:** 602.385.1620
- E-mail:** ADOT@PolicyDevelopmentGroup.com
- Mail:** South Mountain Corridor Study Team
101 North 1st Avenue, Suite 1950
Phoenix, AZ 85003-1923

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Este documento está disponible en Español llamando 602.712.7006.





Estudio del Pasillo de Transporte de South Mountain



Las Alternativas estudiadas en el Giro de Declaración de Impacto Ambiental


¿Qué ha estado sucediendo?

El equipo del estudio, dirigido por el Departamento de Arizona de Transporte (ADOT) y la Administración Federal de Carreteras (FHWA), ha completado los informes técnicos a favor del Giro de Declaración de Impacto Ambiental; (EIS) desarrolló el administrativo Giro de EIS para el reviso de ADOT y FHWA y desarrolló el Informe de Concepto de Ubicación y Diseño. A través del proceso del estudio, ADOT y FHWA han continuado coordinación con el público y agencias locales, regionales, estatales y federales.

Desde el 2002, ADOT y FHWA han trabajado con un Equipo Consultivo de Ciudadanos (CAT) que representa a varios grupos en el Area del Estudio de la Autopista South Mountain. En el 2006, el CAT completó su evaluación de las alternativas de la Sección

Occidental y recomendó la Alternativa W101. A hacer así, el CAT acentuó la importancia de dirigir asuntos regionales a largo plazo de movilidad, pero también expresó concierne con respecto a los impactos posibles en el carácter y la cohesión de la comunidad. Al tomar la recomendación de CAT en cuenta, ADOT últimamente identificó la Alternativa W55 como su preliminar alternativa preferida. La decisión de ADOT fue basada en necesidades regionales generales de transporte; una evaluación completa de condiciones sociales y económicas; comentarios del público y de agencias; elementos de ingeniería, como evaluar los datos de tráfico; costos de proyecto y factores ambientales.


El CAT actualmente esta evaluando la autopista propuesta para recomendar si debe ser construida. Después de hacer público el Giro de EIS, el



ON THE MOVE
PARTNERS IN PROGRESS

noviembre del 2008

Estudio del Pasillo de Transporte de South Mountain



CAT proporcionará una recomendación final de “acción” o de “ningún-acción” para la propuesta Autopista South Mountain. Para información con respecto a la membresía del CAT, por favor visite el sitio web del proyecto en www.SouthMountainFreeway.com.

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

¿Qué es el Giro de Declaración de Impacto Ambiental?

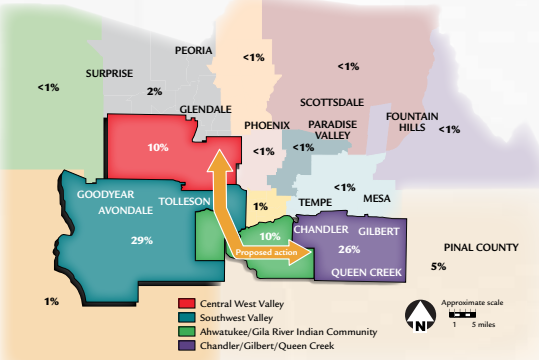
El Acto Nacional de la Política Ambiental (NEPA) requiere que se prepare un EIS para todas acciones mayores federales (o esas que impliquen la financiación federal) que podrían tener un efecto significativo en el ambiente.

Un Giro de EIS presenta información sobre el propósito y necesidad del estudio; alternativas desarrolladas (estudiadas en detalle); impactos potenciales al medio social, económico y natural, incluso medidas para evitar, reducir o de otro modo para mitigar impactos; evaluación de la Sección 4(f); y el alcance del público y de agencias.

Propósito y Necesidad Casi 50 por ciento de aumentos proyectados en la población, vivienda y el empleo del 2005 al 2030 para la region entera de la Asociación de Gobiernos de Maricopa (MAG) es esperada ocurrir en las porciones del sudoeste y del sudeste de la área metropolitana de Phoenix

Dirigir las necesidades de movilidad en la región de MAG

El setenta y cinco por ciento de vehículos pronosticados para utilizar la autopista propuesta fueron mostrados de tener orígenes y/o destinos cerca de la propuesta Autopista South Mountain. Una autopista sería utilizada por vehículos de las áreas oriental y occidental de la región de MAG, y dirigiría las necesidades de movilidad al este-oeste.



(vea el gráfico arriba que dirige las necesidades de movilidad). La autopista propuesta serviría los aumentos proyectados en estas áreas.

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

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

1983	1985	1988	1994	1996	1999	2001
La Asociación de Gobiernos de Maricopa (MAG) prepara estudios de planeación para la area metropolitana de Phoenix que identifica pasillos para una red integrada de autopistas.	Los votantes del Condado de Maricopa aprueban un impuesto de ventas de medio-centavo para financiar el Sistema Regional de Autopistas de MAG.	Un Informe de Concepto de Diseño (DCR) y una Evaluación Ambiental (EA) al nivel del estado se completan para la Autopista South Mountain.	Debido a una insuficiencia de financiación, ADOT identifica la Autopista South Mountain como un segmento no consolidado.	Un consorcio de empresas privadas propone construir la Autopista South Mountain como una carretera de peaje. El consorcio retiraría luego su propuesta.	ADOT anuncia planes para reasumir la finalización del Sistema Regional de Autopistas, inclusive una porción no especificada del Pasillo de South Mountain.	ADOT empieza a preparar un nuevo L/DCR y EIS para exam una amplia gama de alternativas para dirigir las necesidades de transporte en el sudoeste del valle. Esfuerzos de recibir la aportación del público empieza



Evaluación de la Sección 4(f) La Sección 4(f) del Acto de Transporte del Departamento de los Estados Unidos protege el uso de tierra recreativa pública, recursos históricos y propiedades culturales tradicionales (TCPs). Esto incluye una evaluación de recursos de la Sección 4(f), una determinación de impactos y una evaluación de medidas disponibles para minimizar impactos, cuando sea justificado.

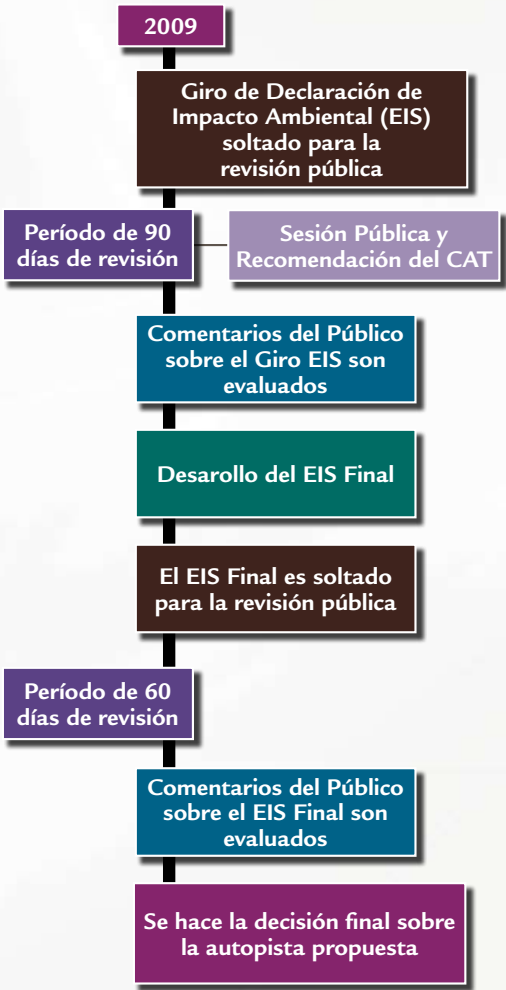
Alcance del Público y de Agencia Desde que ADOT y FHWA empezaron a preparar el Giro de EIS en el 2001, ellos han trabajado para captar y proporcionar información del estudio al público y agencias. Parte del alcance incluyó tener reuniones públicas en noviembre del 2005 para discutir y recibir información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

¿Qué es el estatus del Giro de EIS?

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

La agenda exacta para la terminación del proceso de revisión es desconocida; sin embargo, cuando la revisión sea completada y aprobada para la distribución por ADOT y FHWA, estará disponible al público para revisión y comentario. ADOT y FHWA están trabajando tan rápido como puedan para completar este complejo y importante proceso del estudio.

¿Qué son los próximos pasos?



Estamos Aquí

	Verano/Otoño	Otoño/Invierno	Otoño del 2003	Otoño del 2004	Otoño del 2005	Junio del 2006	2009	2010
in ar ras on.	El equipo del estudio colecta información básica sobre asuntos del pasillo de transporte.	El equipo del estudio determina que hay un propósito y necesidad de continuar el estudio.	ADOT, FHWA y el Cuerpo del Ejército de Ingenieros de los Estados Unidos están de acuerdo sobre las tres alternativas construidas más opciones. Estas son llevadas hacia adelante en el Giro de EIS para el análisis más detallado.	Los votantes aprueban la financiación del Plan Regional de Transporte de MAG — inclusive la Autopista South Mountain.	Tuvieron reuniones de información pública. Esfuerzos expansivos de la aportación del público continúan a través del estudio.	ADOT anuncia la Alternativa W55 (la Avenida 55) como la "alternativa preliminar preferida" basada en la aportación de la comunidad, impactos económicos, factores ambientales, y en análisis de tráfico.	La publicación esperada del Giro EIS y sesión pública.	La esperada decisión final sobre la Autopista South Mountain.

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

Estudio del Pasillo de Transporte de
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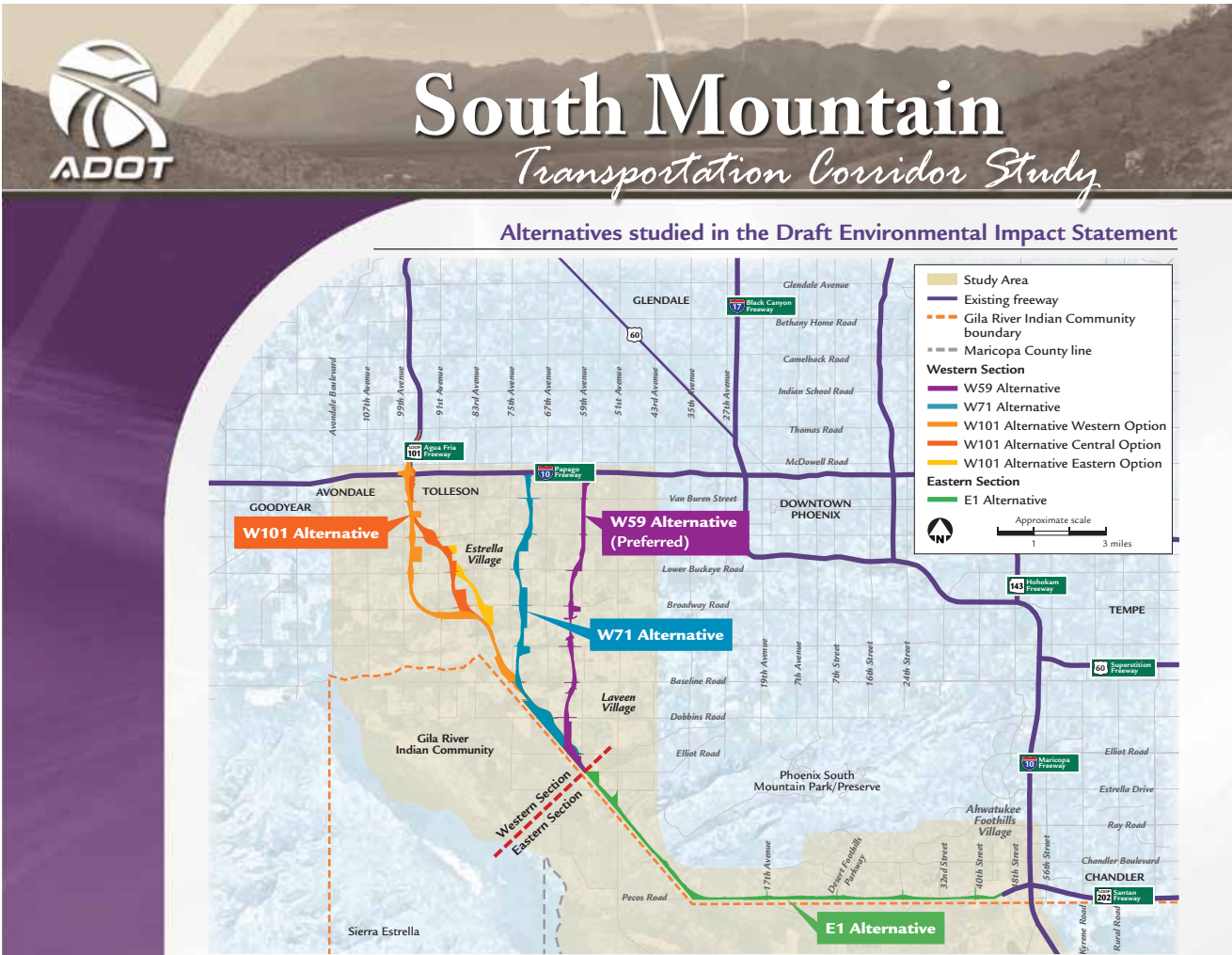
Cómo Contactarnos

Si usted tiene cualquier pregunta o comentarios acerca del Estudio del Pasillo de Transporte de South Mountain, por favor contacte a:

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

Mire adentro!
Información
del estudio...





What is the status of the study?

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

Why have these changes occurred?

Maricopa County's half-cent sales tax for transportation projects, approved through

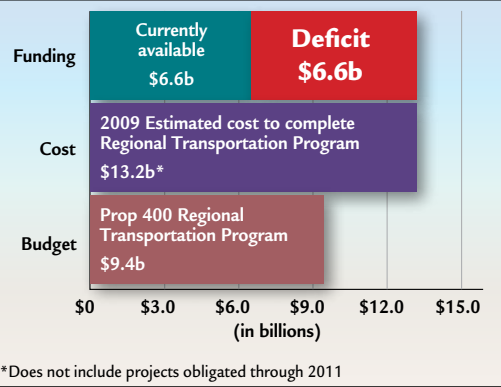
Proposition 400 in 2004, is the RTP's major funding source and provides more than half of the revenue.

Responding to the budget shortfall created by declining revenue, MAG began to study methods to reduce freeway project costs. Additionally, during the South Mountain Freeway study the public expressed concern about the number of proposed residential and business acquisitions and about some of the potential impacts of the proposed freeway. Acknowledging these community concerns and addressing declining revenues, strategies were examined to reduce impacts including project costs and needed right-of-way. For the South Mountain Freeway Study, this analysis resulted in two key changes:

- reduce the proposed freeway to eight lanes (from the previous 10-lane concept), thereby reducing the right-of-way needed; and
- shift the Western Section alignment between Lower Buckeye Road and I-10 to connect at 59th Avenue (rather than 55th Avenue).



South Mountain Transportation Corridor Study



Estimated freeway program costs

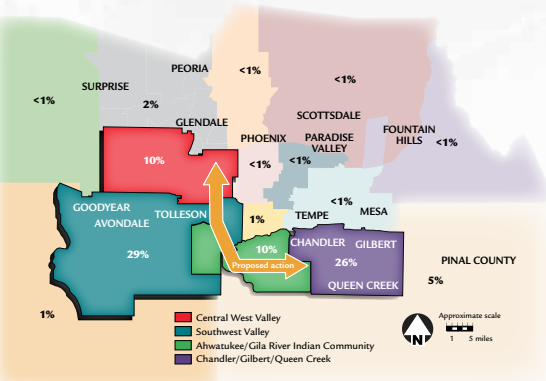
In October 2009, MAG's Regional Council voted to approve the revised regional plan which included these changes. For more information regarding the RTP, please visit the MAG Web site at www.mag.maricopa.gov.

What is the Draft Environmental Impact Statement?

The National Environmental Policy Act requires that EISs be prepared for all major federal actions (or those involving federal funding) that could significantly affect the environment. The initial assessment of significant environmental impacts is published as a Draft EIS for public and agency review and comment. In its *Purpose and Need* chapter, the Draft EIS documents the need(s) for the proposed project, describes what the purpose of the project is, and discusses the likely societal, transportation, and economic consequences of not implementing the proposed project.

Determination of what type of project would best meet the identified project purpose and need involves

examining and refining a range of appropriate alternatives (including nonfreeway alternatives) through use of an Alternatives Development process. The alternatives to be studied in detail (see map on the first page) includes an option of not implementing the project; this is known as the No Action Alternative. The Draft EIS also documents potential impacts of the alternatives to the social, economic and natural environment, and includes measures to avoid, reduce or otherwise mitigate impacts. Finally, Section 4(f) of the U.S. Department of Transportation Act seeks to protect the use of public recreational land, significant wildlife and waterfowl refuges, or historic resources by determining impacts and evaluating measures available to minimize impacts to these resources.



Addressing mobility needs in the MAG region

Seventy-five percent of vehicles forecast to use the proposed freeway were shown to have origins and/or destinations near the proposed South Mountain Freeway. A freeway would be used by vehicles from the east and west areas of the MAG region, and would address east-west mobility needs.

1983	1985	1988	1994	1996	1999	2001	Sum
The Maricopa Association of Governments (MAG) prepares planning studies for the Phoenix metropolitan area that identify corridors for an integrated freeway network.	Maricopa County voters approve a half-cent sales tax to fund the MAG's Regional Freeway System.	A Design Concept Report (DCR) and a state-level Environmental Assessment (EA) are completed for the South Mountain Freeway.	Due to a funding shortfall, ADOT identifies the South Mountain Freeway as an "unfunded segment."	A consortium of private companies proposes to build the South Mountain Freeway as a toll road. The consortium would later withdraw its proposal.	ADOT announces plans to resume completion of the Regional Freeway System, including an unspecified portion of the South Mountain Transportation Corridor.	ADOT begins preparing a new L/DCR and EIS to examine a broad range of alternatives to address the transportation needs in the southwest valley. Public input efforts begin.	The stu collect inform issues (transp corridor



Since 2001, ADOT and FHWA have implemented an extensive public and agency outreach program. Next steps and future opportunities to participate in the study process are outlined in the graphic on this page.

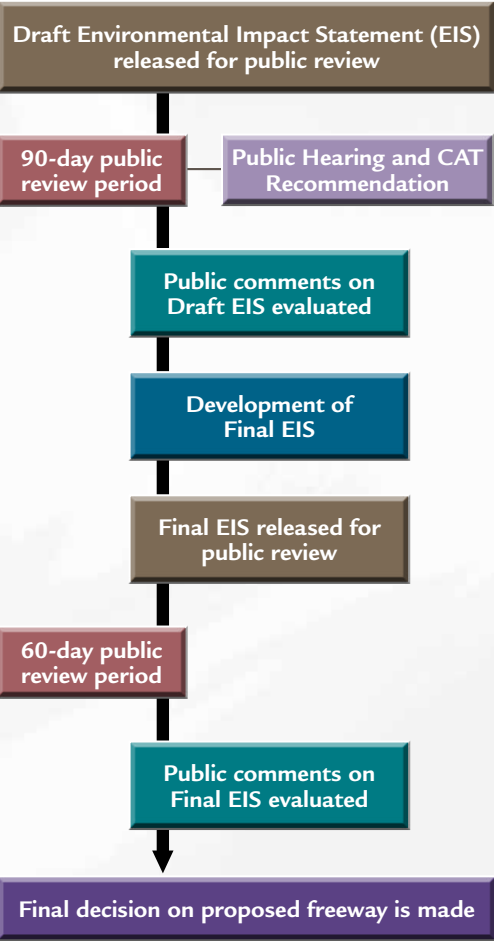
Citizens Advisory Team

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

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

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

What are the next steps?



We are here

Summer/Fall 2001	Fall/Winter 2001	Fall 2003	Fall 2004	Fall 2005	June 2006	Fall 2009	2010 >>>>	
Study team establishes baseline information and on the transportation project.	The study team determines that there is a purpose and need to continue the study.	ADOT, FHWA and the U.S. Army Corps of Engineers concur on the three build alternatives plus options. These are carried forward into the Draft EIS for more detailed analysis.	Voters approve funding MAG's <i>Regional Transportation Plan</i> - including the South Mountain Freeway.	Public information meetings held. Expansive public input efforts continue throughout the study.	ADOT announces the W55 (55th Avenue) Alternative as the "preliminary preferred alternative" based on community input, economic impacts, environmental factors, and traffic analysis.	MAG revises the RTP to include changes to South Mountain Freeway to include reducing the freeway to eight lanes and shifting the Western Section alignment to 59th Avenue (W59).	Publication of Draft EIS and public hearing(s).	Expected final decision on the South Mountain Freeway.

For more information regarding this study, please visit the study Web site at www.SouthMountainFreeway.com.

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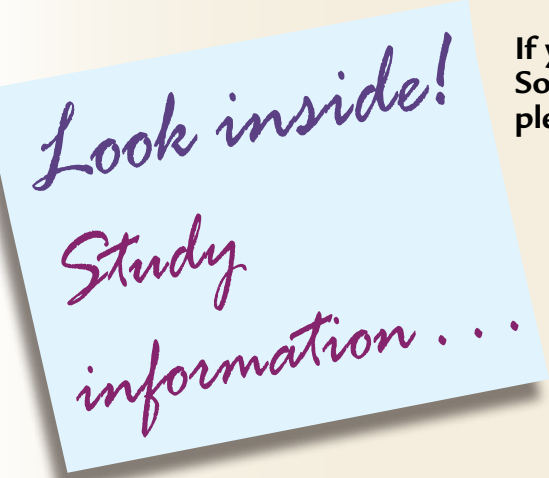
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How to Contact Us

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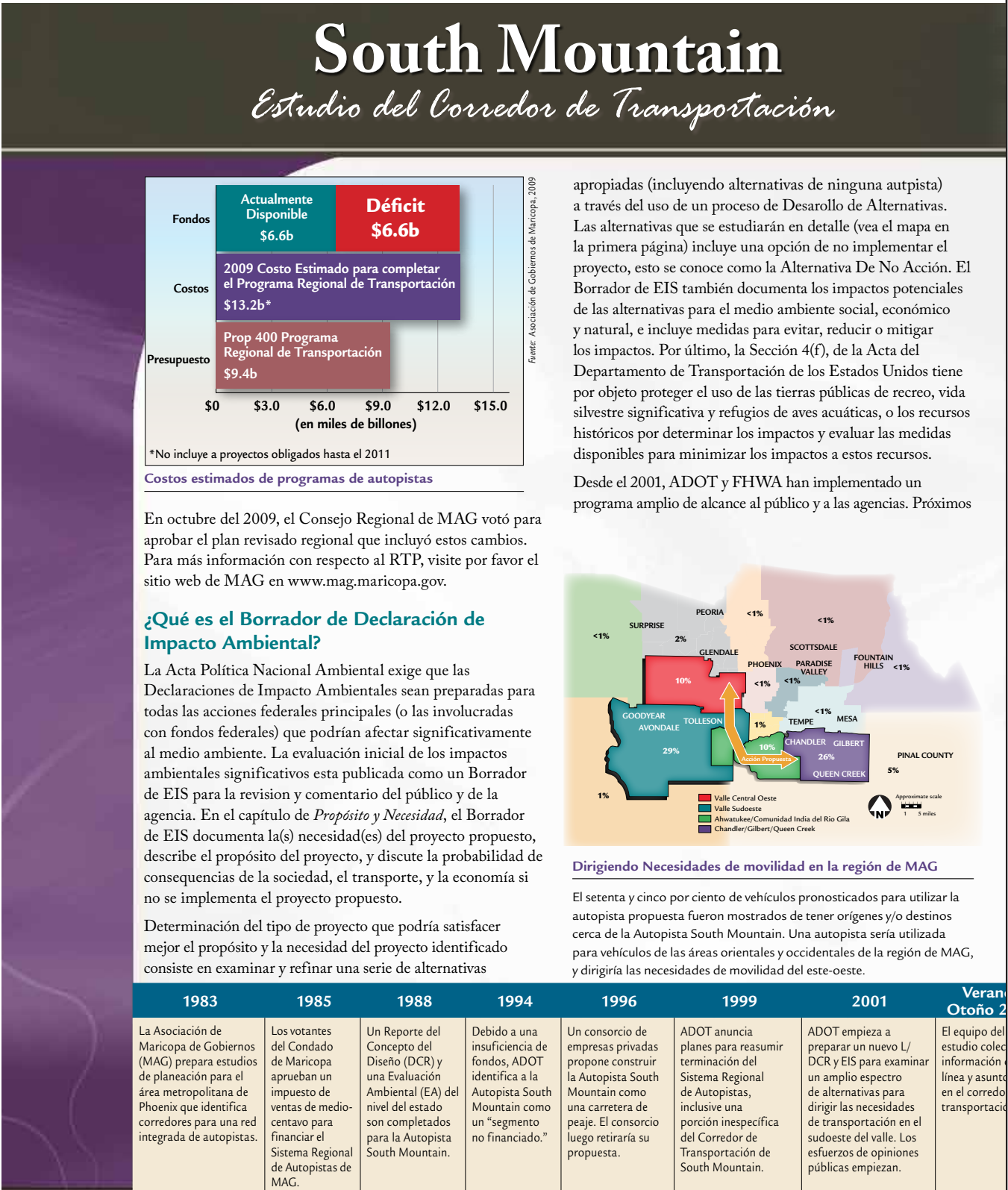
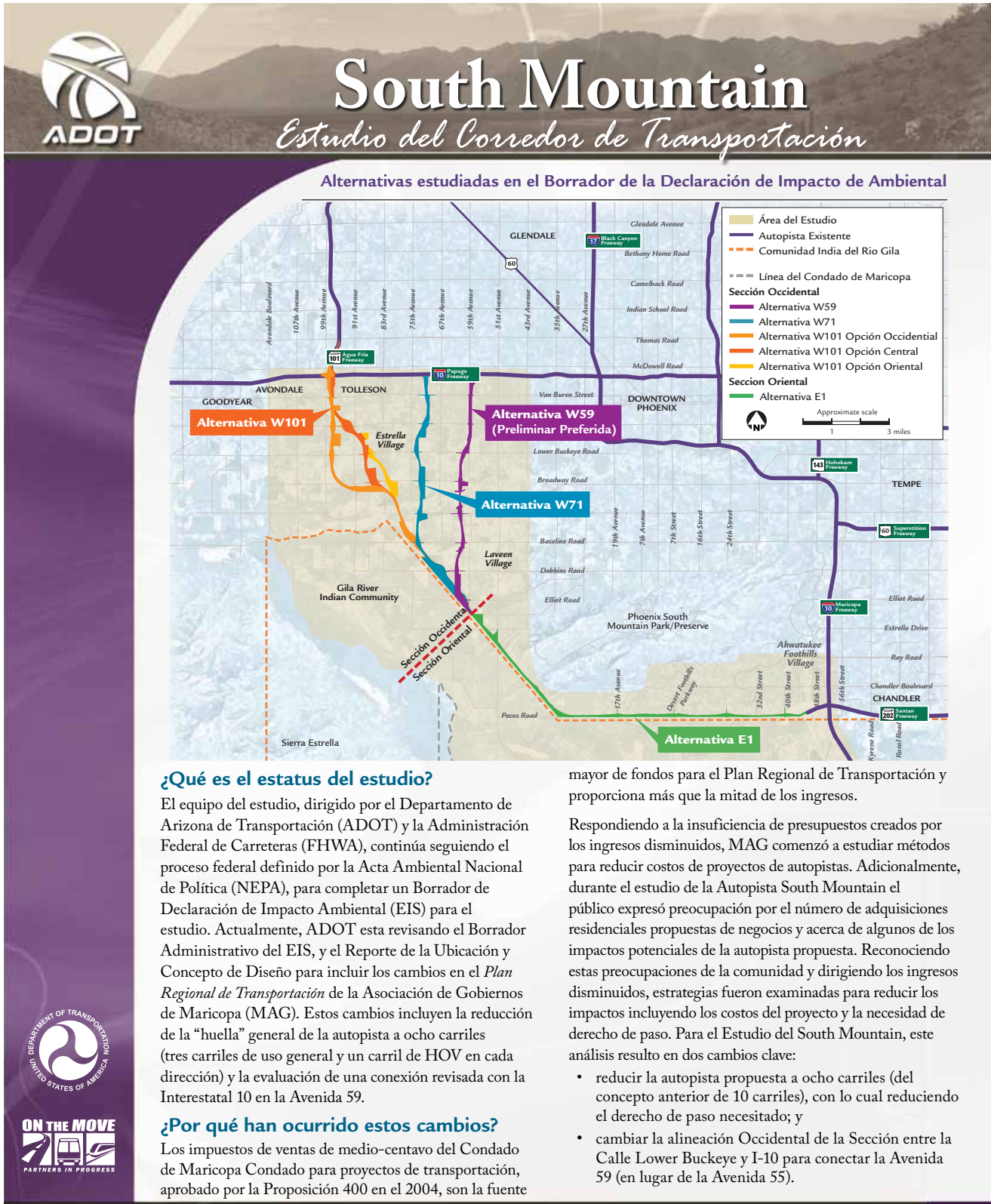
- Hotline:** 602.712.7006
- Web site:** www.SouthMountainFreeway.com
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Federal Project No. NH 202-ID(ADY)







pasos y oportunidades futuras de participar en el proceso del estudio están resumados en el gráfico de esta página.

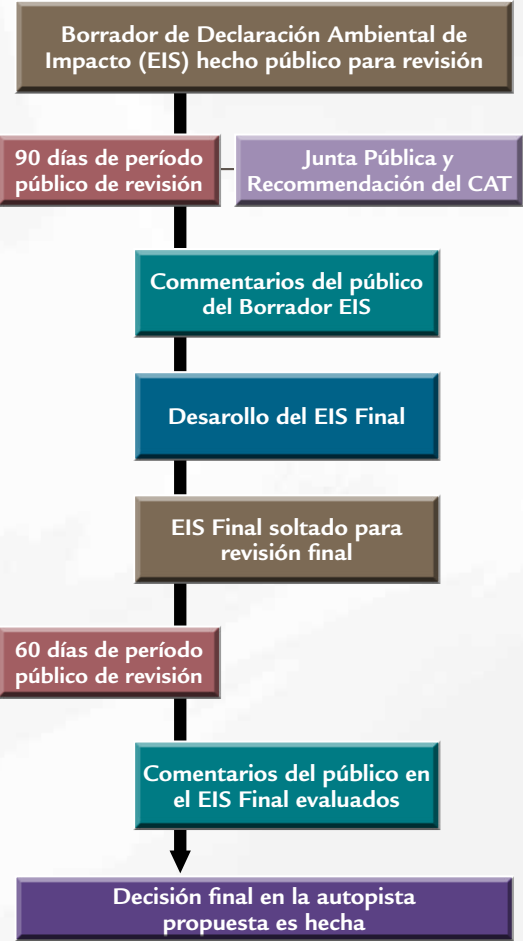
Equipo Consultivo de Ciudadanos

Desde el 2002, ADOT y FHWA han trabajado con un Equipo Consultivo de Ciudadanos (CAT) que representa a varios grupos del Área de Estudio de la Autopista South Mountain, se tuvieron aproximadamente 56 reuniones. A partir de principios del 2010, el CAT reanudar su labor para examinar los aspectos de la autopista propuesta y recomendar si debe ser construido. Tras el lanzamiento público del Borrador de EIS, el CAT elevará una recomendación final de “acción” o de “no acción” para el proyecto propuesto de la Autopista South Mountain.

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

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

¿Qué es los próximos pasos?



Estamos aquí

Año/Evento	Otoño/Invierno 2001	Otoño 2003	Otoño 2004	Otoño 2005	junio 2006	Otoño 2009	2010					
del elecciona ón de intos ador de ación.	El equipo del estudio determina que hay un propósito y necesidad de continuar el estudio.	ADOT, FHWA y el Army Corps de los Estados Unidos de Ingenieros están de acuerdo con las tres alternativas de construir más opciones. Estos son llevados hacia adelante en el Borrador EIS para análisis más detallado.	Los votantes aprueban la financiación del Plan Regional de Transportación de MAG – incluyendo a la Autopista South Mountain.	Se tuvieron reuniones públicas de información. Esfuerzos de opinión pública expansivos continúan a través del estudio.	ADOT anuncia la Alternativa (la Avenida 55) W55 como la “alternativa preliminar preferida” basada en la opinión de la comunidad, impactos económicos, factores ambientales, y en análisis del tráfico.	MAG revisa el RTP para incluir los cambios a la Autopista South Mountain para incluir la reducción de la autopista de ocho carriles y cambiar la alineación de la Sección Occidental a la Avenida 59 (W59).	La publicación del Borrador EIS y juntas públicas.	La decisión final esperada sobre la Autopista South Mountain.				

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

South Mountain
Estudio del Corredor de Transportación

3200 East Camelback Road
Suite 350
Phoenix, AZ 85018

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



Cómo Contactarnos

Si usted tiene cualquier pregunta o comentarios acerca del Estudio del Corredor de Transportación de South Mountain, por favor contacte:

- Línea directa: 602.712.7006
- Sitio web: www.SouthMountainFreeway.com
- Fax: 602.522.7707
- Correo electrónico: ADOT@hdrinc.com
- Dirección: South Mountain Corridor Study Team
3200 East Camelback Road, Suite 350
Phoenix, AZ 85018

Este documento está disponible en inglés llamando al 602.712.7006
Descargo de responsabilidad: Este documento es una traducción del texto original escrito en inglés. Esta traducción no es oficial y no es vinculante a este estado o subdivisión política de este estado.



SOUTH MOUNTAIN FREEWAY 59TH AVENUE CONNECTION MEETING

Your property may be impacted!

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

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

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

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

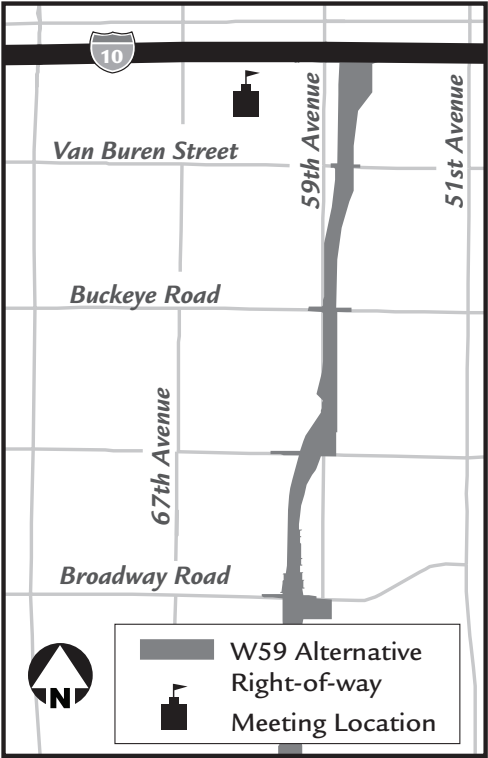
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For more information, please visit www.SouthMountainFreeway.com

ADOT Project No. 202L MA 054 H5764 01L

Federal Project No. NH-202-D(ADY)
February 2010



AUTOPISTA SOUTH MOUNTAIN REUNIÓN DE LA CONEXIÓN DE LA AVENIDA 59

¡Su propiedad puede ser impactada!

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

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

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

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

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

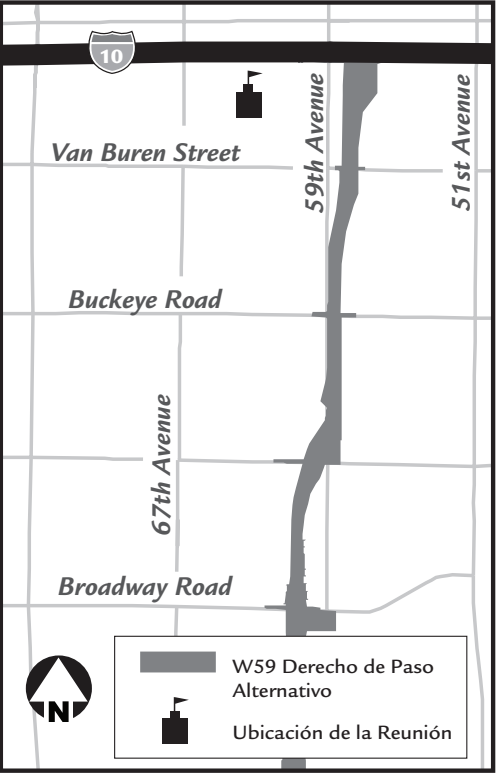
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No. de Proyecto ADOT 202L MA 054 H5764 01L

No. de Proyecto Federal NH-202-D(ADY)
febrero del 2010



South Mountain

Transportation Corridor Study

PUBLIC INFORMATION MEETING

FEBRUARY 10, 2010
6 P.M.-8 P.M.
PRESENTATION AT 6:15 P.M.

Sunridge Elementary School Cafeteria
6244 W. Roosevelt Street
Phoenix, AZ

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Study Update!

SOUTH MOUNTAIN FREEWAY UPDATE

59th Avenue Connection Meeting

The Arizona Department of Transportation and the Federal Highway Administration continue to study the proposed South Mountain Freeway and invite you to attend a public meeting to learn about recent changes to the proposed connection with Interstate 10. In response to declining funding for regional projects, the Maricopa Association of Governments' Regional Council voted in October 2009 to approve the revised regional plan. The following changes were included for the South Mountain Freeway:

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

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

and provide the opportunity for members of the community to ask questions and provide input. A brief presentation regarding the recommendations will be made at the meeting, followed by an open house where representatives from the study team will be present to answer questions.

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

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ADOT MARICOPA ASSOCIATION OF GOVERNMENTS MARICOPA COUNTY OFFICE OF TRANSPORTATION

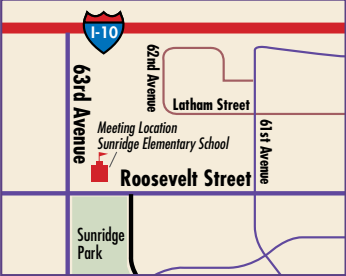
For more information regarding this study, please visit the study Web site at www.SouthMountainFreeway.com.

South Mountain

Estudio del Corredor de Transportación

REUNIÓN DE INFORMACIÓN PÚBLICA

10 DE FEBRERO, 2010
6 P.M.-8 P.M.
PRESENTACIÓN A LAS 6:15 P.M.



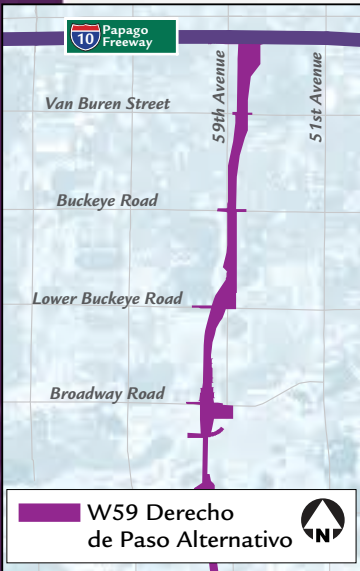
Sunridge Elementary School
Cafetería
6244 W. Roosevelt Street
Phoenix, AZ

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¡Actualización del Estudio!

ACTUALIZACIÓN DE LA AUTOPISTA SOUTH MOUNTAIN

Reunión de la Conexión de la Avenida 59



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

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




Esta reunión de información pública se realizará para discutir cómo una conexión de la autopista South Mountain con la Avenida 59 le pudiera afectar a usted y su propiedad. El propósito de la reunión es proporcionar una visión general del estudio y la conexión propuesta con la Avenida 59, discutir el estudio y los procesos del derecho de paso y el horario,

así como ofrecer la oportunidad a los miembros de la comunidad para hacer preguntas y proporcionar su opinión. Se dará una presentación breve de las recomendaciones en la reunión, después seguirá una casa abierta donde los representantes del equipo de estudio estarán presentes para responder a preguntas.

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

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No. de Proyecto ADOT 202L MA 054 HS764 01L
No. de Proyecto Federal NH 202-D(ADY)

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



**ARIZONA DEPARTMENT OF TRANSPORTATION
AND FEDERAL HIGHWAY ADMINISTRATION
PUBLIC INFORMATION MEETING**



**LOOP 202 SOUTH MOUNTAIN FREEWAY UPDATE
59th Avenue Connection Meeting**

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JULIE KIEWER
ADOT Phoenix
District Engineer

MICHAEL BRUDER
ADOT
Project Manager

FLOYD ROEHRICH
ADOT
State Engineer

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

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

Arizona Republic – January 27 and February 3, 2010

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



**ARIZONA DEPARTMENT OF TRANSPORTATION
AND FEDERAL HIGHWAY ADMINISTRATION**



PUBLIC INFORMATION MEETING

**LOOP 202 SOUTH MOUNTAIN FREEWAY UPDATE
59th Avenue Connection Meeting**

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JULIE KIEWER
ADOT Phoenix
District Engineer

MICHAEL BRUDER
ADOT
Project Manager

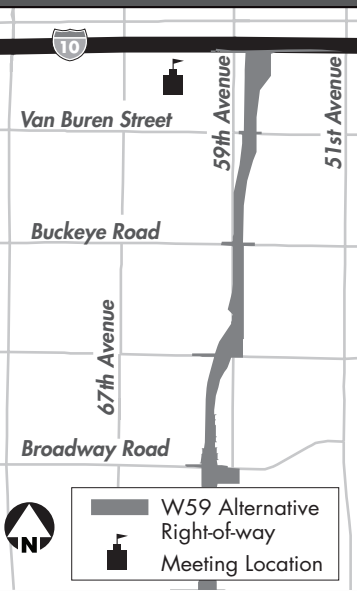
FLOYD ROEHRICH, JR.
ADOT
State Engineer


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


Arizona Informant – January 27 and February 3, 2010

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





ARIZONA DEPARTMENT OF TRANSPORTATION
AND FEDERAL HIGHWAY ADMINISTRATION



PUBLIC INFORMATION MEETING


LOOP 202

SOUTH MOUNTAIN FREEWAY UPDATE

59th Avenue Connection Meeting

Wednesday, February 10, 2010
6 p.m.—8 p.m.
Presentation at 6:15 p.m.

Sunridge Elementary School
Cafeteria
6244 W. Roosevelt Street
Phoenix, AZ



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JULIE KLIEWER
ADOT Phoenix
District Engineer

MICHAEL BRUDER
ADOT
Project Manager

FLOYD ROEHRICH, JR.
ADOT
State Engineer

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

Prensa Hispana – January 27 and February 3, 2010

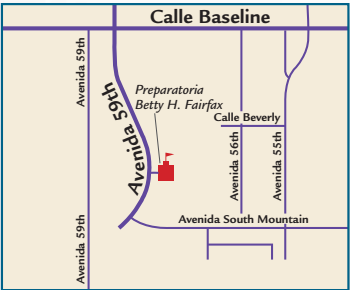
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South Mountain

Transportation Corridor Study

JUNTA DE INFORMACIÓN PÚBLICA

MARTES, 22 DE FEBRERO, 2011
6 P.M.—8 P.M.
PRESENTACIÓN A LAS 6:15 P.M.



Preparatoria Betty H. Fairfax
Cafetería, Edificio #600
8225 South 59th Avenue
Phoenix, AZ 85339

Actualización de Estudio de Área de Laveen!

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SOUTH MOUNTAIN FREEWAY UPDATE

February 2011

Proposed freeway alignment through Laveen

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

The purpose of this public information meeting is to present the W59 Alternative and two proposed options between Baseline and Elliot roads, from 63rd Avenue east to 61st Avenue. A brief presentation by the City of Phoenix regarding their recommendations will be

made at the meeting. ADOT will also provide information regarding the 63rd Avenue and 61st Avenue alternative options. An open house will be held following the presentations. In addition, members of the community will have the opportunity to ask questions and provide input during the meeting.


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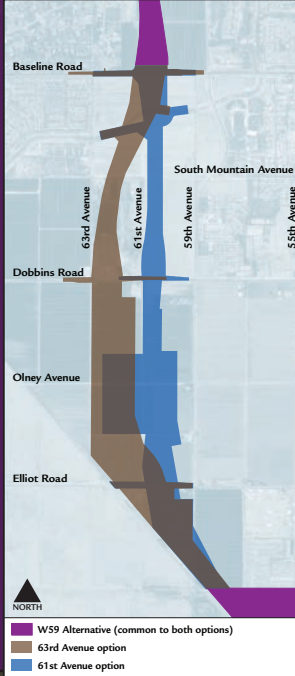
For additional study and meeting information or to submit comments in writing, please contact:

South Mountain Corridor Team	E-mail: ADOT@hdrinc.com
3200 E. Camelback Rd., Ste 350	Phone: 602.712.7006
Phoenix, AZ 85018	Fax: 602.522.7707

Please submit written comments by March 8, 2011.

ADOT Project No. 202L MA 054 HS764 01L Federal Project No. NH 202-D(ADY)





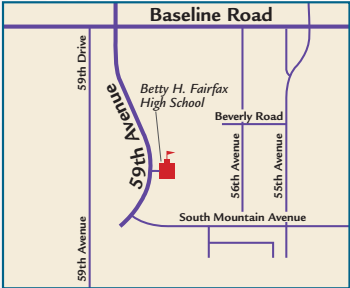
For more information regarding this study, please visit the study Web site at www.SouthMountainFreeway.com

South Mountain

Transportation Corridor Study

PUBLIC INFORMATION MEETING

TUESDAY, FEBRUARY 22, 2011
6 P.M.–8 P.M.
PRESENTATION AT 6:15 P.M.



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

Laveen Area Study Update!

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INFORMACIÓN MÁS RECIENTE-AUTOPISTA 202 SOUTH MOUNTAIN

Febrero 2011



Alineamiento propuesto del autopistaa través de Laveen

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

El propósito de esta junta pública informativa es presentar la alternativa W59 y 2 opciones que han sido propuestas entre las calles de Baseline y Elliot, desde la Ave 63 Este hacia la Ave 61. La Ciudad de Phoenix hará una presentación breve en la junta, de las recomendaciones por parte

Para información adicional de la junta y del estudio o presentar comentarios por escrito, favor contacte:

South Mountain Corridor Team	Correo electrónico: ADOT@hdrinc.com
3200 E. Camelback Rd., Ste 350	Teléfono: 602.712.7006
Phoenix, AZ 85018	Fax: 602.522.7707

Favor presentar comentarios por escrito antes del 8 de marzo, 2011.

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

de la Ciudad. ADOT también proporcionará información en cuanto a opciones alternativas de la Ave 63 y la Ave 61. Una casa abierta se realizará despues de las presentaciones. Además, miembros de la comunidad tendrán la oportunidad de hacer preguntas y propias aportaciones durante la junta.

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

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



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

Z5 WEEKEND » FEBRUARY 5, 2011

Cavanaugh opposed the boycott and sent e-mails to members of both unions citing disappointment and concern about their actions. The e-mail led to a complaint by the Goodyear Police Officers Association alleging violations of the city charter and that the mayor used a political position to promote a private interest.

Former mayor

Cavanaugh supports Rassas, Freeman, four-year council candidate Jon Bohm and Antonucci. The former mayor has not yet contributed to campaigns or given political advice according to an e-mail sent to *The Arizona Republic*.

"I support them as a group because all our seek smaller and more responsive government," Cavanaugh said. "(They) will put the citizen first in contrast to the existing and recent council which placed our staff employees as government's first priority."

Rassas, whose business was boycotted in the summer, said support from Cavanaugh is an honor because the former mayor helped improve safety.

"His work to widen Interstate 10 means less lives are lost along that corridor," said Rassas.

ARIZONA DEPARTMENT OF TRANSPORTATION AND FEDERAL HIGHWAY ADMINISTRATION

PUBLIC INFORMATION MEETING

LOOP 202 SOUTH MOUNTAIN FREEWAY UPDATE Proposed Freeway Alignment through Laveen

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

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

For additional study and meeting information or to submit comments in writing, please contact South Mountain Corridor Team, 3200 E. Camelback Rd., Ste 350, Phoenix, AZ 85018; e-mail: ADOT@hdmr.com; phone: 602.712.7006; or fax: 602.522.7707. Please submit written comments by March 8, 2011.

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



JULIE KLEWER
ADOT Phoenix Construction District Engineer

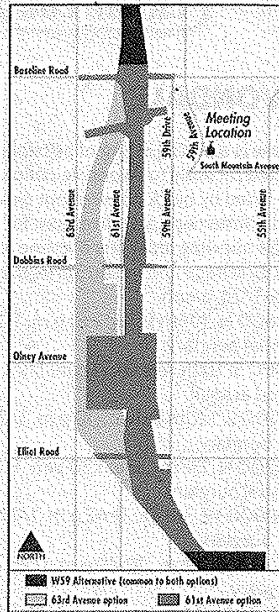
CHAUN HILL
ADOT Project Manager

FLOYD ROEHRICH
ADOT State Engineer

THIS NEWSPAPER NOTICE AND OTHER PROJECT INFORMATION ARE AVAILABLE AT
www.SouthMountainFreeway.com

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

Arizona Republic - February 5, 2011 and laVoz - February 11, 2011



11

A8 **LA VOZ**, VIERNES 11 DE FEBRERO DE 2011

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EL DEPARTAMENTO DE TRANSPORTE DE ARIZONA Y LA ADMINISTRACIÓN FEDERAL DE AUTOPISTAS

JUNTA DE INFORMACIÓN PÚBLICA

INFORMACIÓN MÁS RECIENTE-AUTOPISTA 202 SOUTH MOUNTAIN Alineamiento propuesto del autopista a través de Laveen

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

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

Para información adicional de la junta, del estudio o presentar comentarios por escrito, favor contacte al grupo de South Mountain Corridor, 3200 E. Camelback Rd., Ste 350, Phoenix, AZ 85018; correo electrónico: ADOT@hdmr.com; teléfono: 602.712.7006; o fax: 602.522.7707. Favor presentar comentarios por escrito antes del 8 de marzo, 2011.

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JULIE KLEWER
Ingeniero/Distrito Construcción Phoenix/ADOT

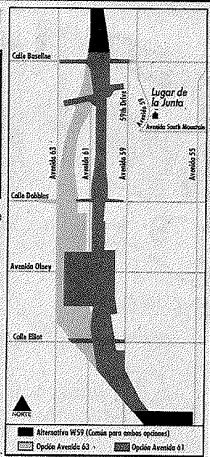
CHAUN HILL
ADOT Director/Proyecto

FLOYD ROEHRICH
ADOT Ingeniero/Estado

ESTE AVISO DEL PERIÓDICO Y OTRA INFORMACIÓN DEL PROYECTO ESTÁN DISPONIBLES EN:
www.SouthMountainFreeway.com

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

Arizona Republic - 5 de febrero, 2011 y laVoz - 11 de febrero, 2011



COMUNIDAD

ARIZONA

Los investigadores entrevistaron a testigos y sobrevivientes del atentado a

casa de Loughner, donde vivía con sus padres y le confiscaron pertenencias como una computadora y notas manuscritas que fueron encontradas en una caja fuerte. En

distrito John Roll y un ayudante de Giffords, Gabe Zimmerman. Está previsto que una nueva querrela reincorpore esas acusaciones de homicidio.

Piden apoyo para niño quemado

POR SAMUEL MURILLO

Familiares del menor Joe Anthony Fernández, de 11 años, quien convalece debido a quemaduras graves en

su cuerpo, establecieron una cuenta de banco para recaudar fondos para los gastos médicos.

El joven se encuentra en condición crítica en el Centro de Quemaduras de Arizona, donde fue ingresado el pasado 28 de enero luego de que sufriera quemaduras en el 95 por ciento de su cuerpo en un accidente en el traspaso de su casa en Youngtown.

De acuerdo con reportes, Joe Anthony se encontraba en una reunión familiar cuando ocurrió la tragedia.

El menor intentó echar gasolina a un quemador de gas provocando una llamarada que le produjo quemaduras serias en casi todo su cuerpo. Meses antes, en la misma cuadra del domicilio de la familia, un joven fue víctima de un accidente similar.

En ese caso, el menor Oscar Fuentes, de 14 años no sobrevivió.

Los familiares de Joe Anthony se encuentran



EL NIÑO JOE ANTHONY FERNÁNDEZ SE ENCUENTRA EN ESTADO CRÍTICO EN EL CENTRO DE QUEMADURAS DE ARIZONA EN PHOENIX.

consternados por el accidente y hasta el momento no han querido dar declaraciones a los medios.

Sin embargo, con apoyo de personal del Centro Médico del Condado Maricopa, accedieron a dar a conocer la apertura de una cuenta a nombre de Joe Anthony en el banco Wells Fargo. Si usted desea apoyar a esta familia, visite cualquier sucursal de Wells Fargo y entregue su donativo.

Contacte al reportero:
samuel.murillo@lavozarizona.com

SMCC Laveen | Spring 2011 Classes

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LATE START CLASSES IN LAVEEN!

Business Plan and Business Start-Up	MTuWTh	5:40 pm - 9:30 pm	2/07/11 - 2/17/11	2cr
State Seminar: Contract Writing	MW	5:45 pm - 9:15 pm	5/02/11 - 5/13/11	5cr
Business Operations	MTuWTh	6:00 pm - 9:20 pm	2/21/11 - 3/03/11	2cr
Business Bookkeeping And Tax Preparation	MTuWTh	6:00 pm - 9:20 pm	4/11/11 - 4/14/11	1cr
Business Marketing And Advertising	MTuWTh	5:40 pm - 9:30 pm	3/21/11 - 3/31/11	2cr
Business Marketing And Advertising	Sa	8:00 am - 4:30 pm	2/05/11 - 3/12/11	2cr
Managing Employees	MTuWTh	6:00 pm - 9:20 pm	4/04/11 - 4/07/11	1cr
Managing Employees	Sa	8:00 am - 4:30 pm	3/26/11 - 4/09/11	1cr
Marketing For Small Business	Sa	8:00 am - 4:30 pm	4/23/11 - 5/21/11	2cr
Projects	MTuWTh	6:00 pm - 9:20 pm	4/25/11 - 4/28/11	1cr
Spanish II	MW	6:00 pm - 7:15 pm	3/21/11 - 5/13/11	1cr

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APPENDIX 6-3

CITIZENS ADVISORY TEAM

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

Public Questions and Comments Received at SMCAT Meetings

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

4-22-04

David Folts, Concerned Families along South Mountain Loop 202

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

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

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

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

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

6-24-04

Shea Stickler, Citizen

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

Question: If this project is to be funded by a county sales tax; where is the county’s representation and what is its viewpoint? **Response:** Monthly Progress Team meetings are held and there are local and county representatives at those meetings. The intent of the CAT was to have representation from the general public.

J. Pima, Citizen

Question: At what point will the pursuit of “other” alternative routes be closed in the decision-making process? When will the draft report be published? **Response:** Draft EIS identifies preferred alternatives and final selection is the Record of Decision. Draft EIS for the West side would be early next year and full draft by end of 2005 depending on East side alternatives. The study has been boiled down to 3 reasonable build alternatives on the west side.

Comment: When my neighborhood does not show upon a map that is supposed to represent the route’s impact on my neighbors, you send the message that we aren’t important. **Response:** The team routinely updates aerial maps of the study area. Maps shown tonight were schematic and not intended to show every neighborhood. Technical analysis uses more detailed maps. West Side changes are happening rapidly and we work to stay current.

Chris Bale, Citizen

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

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

Tim, Citizen

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

Kent Oertle, Citizen

Question: We need a traffic study that is current in order to plan properly. How long would it take to complete a traffic analysis which includes 30-year population projects? Since it will take 10-15 years to complete, 30-year projections may not be enough. **Response:** In the past we have used 20-year projections and are now change to 25-year projections to meet traffic needs 20 years after the project is built. MAG is working to establish a model that can handle 2030. We do not have an estimate of when we will get the 2030 from MAG.

7-22-04

Ross Hendrix, Ahwatukee

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

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

9-23-04

Wilfred Wellington, Sacaton

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

Bill Ramsay, Phoenix

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

(Anonymous)

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

12-2-04

Larry Lee, Phoenix

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

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

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

David Folts, Ahwatukee

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

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

Question: How many vehicles per minute can we expect? **Response:** The original projection was about 150,000 vehicles per day, and now we are looking at about 170,000. Peak hours are usually at about 10 percent of that figure.

Question: How many acres of South Mountain Park will be taken? **Response:** The original study showed 40-50 acres.

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

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

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

Bill Ramsay, Phoenix

Question: What is the total number of vehicles – commercial and private passenger – expressed as a percentage of the total number of vehicles on Maricopa County Freeways, that the South Mountain Freeway is expected to carry per day? **Response:** I don’t know. We will get back to you on this question.

1-27-05

David Folts, Concerned Families Along South Mountain Loop 202

Question: Many questions concerning the human environment were submitted and asked to be included in the EIS. Is there a section on the EIS for Human Environment? (lungs, asthma, crime pollutants ingested by living near and breathing this air for 20 years) If not, why? **Response:** Information not available at this meeting will address at the February meeting.

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

Question: If you are certain as to where the intersections will be on the Ahwatukee section of proposed South Mountain Loop 202 where are the drawing showing all this? Sure you must have at least a single line AutoCAD drawing showing this proposed highway. Why is ADOT still showing proposed South Mountain Loop 202 as a yellow line on today’s handout and not a more detailed drawing? **Response:** The alternative shapes shown on the handout represent the technical study right-of-way requirements for each of the action alternatives. Preliminary geometry was used to determine these shapes for EIS study purposes. Final design of the freeway mainline and all interchanges cannot and will not be completed until after the study process has resulted in a record of decision on the EIS. Preliminary geometry will be presented in ADOT’s Location / Design Concept Report. Detailed geometry will be determined during final design and presented at that time.

Question: About ½ way down Pecos Road in Ahwatukee, there is a portable box 8’X12’ structure that resembles an Environmental Sampling station. 1) Did ADOT or an agent of ADOT put this structure here? 2) What specific functions are happening in this structure? **Response:** The box is a cell phone tower and has nothing to do with ADOT.

Question: With all the growth beyond the boundaries of loops 202 and 303 happening today (SanTan, Maricopa, etc.) why isn’t ADOT planning highways beyond these areas to stay ahead of the curve instead of shoe horning a highway into a heavily populated area? **Response:** The Regional Transportation Plan (Prop 400) adopted by the voters does include studies beyond the Loop 303.

Question: How close can this highway and interchanges be built to a home or school? Is there a buffer or minimum distance for any aspect of this highway that will border school or private homes? **Response:** Like to have a clear zone between road and end of right-of-way where possible. There is no standard or policy on the distance.

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

Question: Will the incidence of asthma increases in children living along ½ mile South Mountain Loop 202 and if so by what amount? **Response:** Information not available at this meeting will address at the February meeting.

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

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

Question: Because Ahwatukee schools are so close with one elementary school sitting alongside this proposed Highway what plans/procedures if any are in place to protect the children from adverse health effects from Highway pollution (diesel Exhaust) during high pollution advisories? Will the existing air filter system (HVAC) protect our children from PM 10 and PM 2.5? **Response:** Information not available at this meeting will address at the February meeting.

Question: Why aren’t any of these CAT meeting for proposed South Mountain Loop 202 being held in the village of Ahwatukee? After all these residents will also be directly affected in many ways from this highway. **Response:** The meetings are held in the central portion of the study area to be equally convenient to the southwest valley and Ahwatukee residents.

Question: How many acres of South Mountain Park will be taken to build this highway?
Response: The study team is still investigating the potential land needed from South Mountain Park/Preserve associated with all action alternatives. For reference purposes, the 1988 alignment required approximately 40-50 acres of land from South Mountain Park/Preserve.

Dave Vontersch

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

2-24-05

David Folts, Concerned Families Along South Mountain Loop 202

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

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

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

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

Question: I am asking ADOT to include and publish the results from the following study in the EIS and to the SMCAT members: "Links in the Womb Chromosome Damage to Elevated Exposure to Polycyclic Aromatic Hydrocarbons," published in February's

Journal of Cancer Epidemiology Biomarkers and Prevention, authored by Frederica Perera, Director of Columbia University Center for Children's Environmental Health.
Response: The project team will review this study.

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

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

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

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

3-24-05

David Folts, Concerned Families Along South Mountain Loop 202

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

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

Question: It appears that ADOT will need more land then the additional 50 acres stated by ADOT earlier. Last week I was shown additional acreage on the west end of South Mountain Loop 202 being reserved as a right of way. How many more additional acres of

South Mountain Park will be needed then previously stated? **Response:** We are still looking at alternatives to minimize impacts to the park and will report back on the impacted acreage.

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

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

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

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

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

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

William Ramsay

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

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

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

(Anonymous)

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

4-28-05

David Folts, Concerned Families along South Mountain Loop 202

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

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

Question: Will any test wells, i.e. ground contamination be affected by the construction of South Mountain Loop 202? If so, what process is used to insure that future data can still be tracked? **Response:** We will have to follow-up with that information.

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

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

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

Question: If the decision is made not to build South Mountain Loop 202, what other plans are in place to improve existing highway traffic specifically the Broadway curve on I-10? **Response:** A study is underway from SR51 to Santan freeway. Current alternatives

are to build a CD roadway (parallel freeway system). The alternative assumes that the South Mountain freeway is built.

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

Larry Landry, Phoenix Resident

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

5-26-05

David Folts, Concerned Families Along South Mountain Loop 202

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

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

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

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

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

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

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

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

Clayton Danzeisen, Danzeisen Dairy and Maricopa County Farm Bureau

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

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

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

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

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

William Ramsay

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

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

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

6-23-05

David Folts, Concerned Families Along South Mountain Loop 202

Question: If this highway is built and audible levels measured in Lagos school are higher than federal law allows (noise from highway) what will be done to alleviate this potential problem? Will sound readings be taken before and after the highway is built? Will ongoing sound testing be completed as traffic continues to build years in the future? **Response:** The Draft EIS includes noise analysis and mitigation information. Noise readings are also taken after a freeway is built. The ADOT noise policy exceeds the federal guidelines. (ADOT allows less noise).

Question: At what point in the design or build out of a highway in Arizona is a survey done to find out what is under the earth/soil where the highway will sit? What type of readings are taken to see if rock, soil or other types of earth lie underground thus giving a clear picture on what must be removed for building highways. **Response:** During the EIS, geotechnical reports are reviewed. At the design phase, there is a complete report that includes borings.

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

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

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

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

Matthew Alan Lord

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

7-28-05

David Folts, Concerned Families Along South Mountain Loop 202

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

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

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

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

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

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

William Ramsay

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

Charlotte Nahee

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

8-25-05

Alan Mann

Comment: My wife and I moved our family to Laveen in 1981, and have enjoyed raising our children in a rural setting. We know the changes are coming to our area. Laveen has

spent a lot of time and energy trying to plan for this. We would like to encourage you to choose the realignment for W55 to the west of the current proposal. To move to the east would destroy Laveen’s planning for a community. I would also support W71.

David Folts, Concerned Families Along South Mountain Loop 202

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

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

Question: Since South Mountain Loop 202 bypasses the center of the city and resides on the southern border, will South Mountain Loop 202 be the new Hazardous Cargo Route? If this is selected as a Hazardous Cargo Route will radioactive materials be allowed? Please describe some of the present hazardous cargo being transported on Hazardous Cargo Routes. Please enter this question in the EIS. **Response:** This was addressed as a previous CAT meeting and can be found in past meeting notes.

Question: Concerning particulate pollutions, are ultra fine particle (<0.1 to 2.5) microns predominantly derived from combustions of fossil fuels? Are these ultra fine particles a major component in vehicle emissions? **Question:** Do ultra fine particles (<0.1 to 2.5 microns) from vehicle emissions have a high content of potentially toxic hydrocarbons among all PM sources? Do ultra fine particles (<.01 to 2.5 microns) penetrate deeper into lung tissues than fine particles and if they do, can the particles trigger inflammation in the smaller airways leading to exacerbation of asthma and bronchitis? **Question:** If one had to relate living along this highway within 250 feet and being exposed to the highway traffic pollution, this would equate about to smoking how many cigarettes a day if any? Please enter this question in the EIS. **Response:** There will be a detailed air quality analysis coming.

Question: Can you name the interchanges on the west and south side of South Mountain Loop 202 that will be raised interchanges? How many feet above grade will the tallest one be? **Response:** Currently, all interchanges are planned with the freeway going over the arterial street. The freeway would be approximately 25 feet above the arterial street.

Matthew Mellor, Citizen of Laveen

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

Question: Due to the rapid development of west side/Laveen communities, available parcels (with limited residential impact) are quickly being consumed, would a push out

date (for a recommendation) by this body make a recommendation more difficult and more out of date? **Response:** We try to provide the best information available.

W. William Foster

Question: Were developers along 55th Avenue notified of this 55th Avenue alignment? Why is new residential development allowed near these corridors when this has been planned for so long? **Response:** Developers were notified. ADOT can’t prohibit property purchases. Development is at the discretion of the cities. Once ADOT owns right-of-way, signs can be posted. Those that show “future home of South Mountain Freeway” are related to purchases from the original environmental assessment in 1988. ADOT has not purchase land for this project since this new process began.

9-22-05

Question: What if Santa Maria was registered as a historical community? **Response:** Since it may be eligible for listing as a historic community the study team must look to avoid affects on it, including taking any property from within the community.

Comment: With the economy the way it is, I would have nowhere to move. This would also disrupt my family.

Comment: Why does it take so long to find a short cut. I am concerned about moving traffic.

Question: I haven’t received any flyers on this. **Response:** This was not our intent. We hand deliver newsletters to the homes and businesses within the study area. We also announce public meetings in the newspaper. However, any person who signs in tonight will receive future newsletters via the mail

Comment: What is the time frame? **Response:** After January 1, 2006, ADOT will select a westside preferred alternative. In the spring, we will announce where we believe a freeway would be built, if a build alternative is selected. There will be a comment period, with a final decision announced in the summer of 2007.

Comment: There is a new home development in the 71st Avenue area.

Serena Grimm, 105 N Linus Dr. #2079, Avondale, AZ 85323

Comment: My understanding is that one of the proposed sites of the freeway will cross 71st and Superior Rd. There are new houses being built on Superior Rd. Currently they are only plot #'s. I have bought one of these houses. Could you please comment on the exact plot #'s that would be affected “bought up” to build the freeway. Please mail me an answer at the above address. Thank you

Diane Hernandez, Santa Maria

Comment: I will attend the Estrella Village Planning committee to get info on how to make Santa Maria a historical area. It is extremely sad to think that we will be separated

from our neighbors, not to mention the financial hardship. I built my home there on a piece of land my parents gave me. At 47 and a single parent, I would not want to start over. We are extremely interested in saving our community.

Ruben M. Garcia, Santa Maria

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

Amelia C. Hernandez, 7029 W. Lower Buckeye, Santa Maria

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

Patricia Franco, daughter of Manuel Franco, Santa Maria Community

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

Frank Gonzales, Santa Maria

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

Alicia Brooks

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

Olivia Escobedo

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

David Folts, Concerned Families Along South Mountain Loop 202

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

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

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

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

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

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

Question: Do ultra fine particles (<0.1 to 2.5 microns) from vehicle emissions have a high content of potentially toxic hydrocarbons among all PM sources? Do ultra fine particles (<.01 to 2.5 microns) penetrate deeper into lung tissues than fine particles and if they do, can the particles trigger inflammation in the smaller airways leading to exacerbation of asthma and bronchitis?

Question: If one had to relate living along this highway within 250 feet and being exposed to the highway traffic pollution, this would equate about to smoking how many cigarettes a day if any? Please enter this question in the EIS. **Response:** All particulate matter sources penetrate deeper. ADOT will have to determine if this appropriate to address in an EIS.

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

Comment: I would think it a good idea to allow a 10-minute discussion period before each CoNexus vote so all the SMCAT members are up to speed on definitions and intent. **Response:** Yes, we will allow time for discussion prior to the evaluation.

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

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

10-20-05

William Ramsay

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

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

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

David Folts, Concerned families along SM & Loop 202

Question: If the new quiet asphalt is used in the construction of Loop 202, will this cause sound abatement walls to be much shorter or not constructed at all? After all, ADOT only

has to meet certain sound criteria and if it is met, why build walls? **Response:** This will be part of the noise technical report.

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

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

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

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

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

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

Question: The drainage channel that resides alongside the Ahwatukee section of S. Mt. Loop has the ability to hold what total volume of water in gallons from 51st Ave. to 40th Street? Will this standing water be treated to insure it doesn’t become a mosquito breeding ground for such diseases as West Nile Fever? **Response:** We do not have the technical experts in attendance.

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

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

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

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

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

Jason Fifield (I am a homeowner near 83rd Ave and Lower Buckeye Rd.)

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

11-3-05

William Ramsay

Question: The City of Phoenix completed, around 2001, and at a cost of nearly \$60 Million, a water and sanitary sewer project along Pecos Road west of 24th St. There has been no mention of how ADOT will treat tax. Please elaborate on how the proposed South Mountain Loop, using Pecos Road as the eastern alignment, will affect the City of

Phoenix's water system. **Response:** This is a repeat question. Further information will be available in the utility report.

David Folts, Concerned Families Along S. Mt. Loop 202

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

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

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

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

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

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

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

Question: In Nevada a school was relocated away from a highway that was going to have lanes added. This decision was made in federal court partly due to air standards within a few 100 feet of the highway. Does this court ruling have any affect on schools that will reside along S. Mt. Loop 202? **Response:** As stated earlier, this information was

given to HDR and copies forwarded to ADOT and FHWA. These issues are being considered and further information will be included in the air report.

Larry Lee, Foothills Mountain Ranch, Resident

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

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

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

12-1-05

Larry Lee

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

Question: I believe about 7 schools are directly affected by this proposed highway. What are all of the dangers to our kids? Pollution, noise, air. Road closures, what about accidents where large vehicles like trucks, 18 wheelers carrying whatever, fuel, hazardous material seems that the kids would be in very serious danger. Isn't route I-8 and 85 for trucks? If 202 is a truck route, why are the trucks not using the route we already gave them? NO BUILD. **Response:** SR85 is a truck route and signed as such.

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

William Ramsay

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

Question: What role does Maricopa Association of Governments play in the decision to proceed with the South Mtn Loop 202? If FHWA is the ultimate decision maker, what is MAG's role? **Response:** MAG has input into the process; however, a freeway is an ADOT-FHWA decision. ADOT and MAG share regional transportation planning responsibilities. Proposition 400 is based on the Regional Transportation Plan, which considers 55th Avenue the approved location for the west side alignment. If W71 or W101 are selected, these locations must go to MAG for approval by the regional council.

Comment: If advocates of the of the proposed South Mountain Loop 202 are so certain we must have this project, why are they willing to wait the better part of TWO DECADES for a solution? This project is too future oriented as to be irrelevant to current Maricopa County residents.

David Foltz

Question: How many of the new homeowners identified in the right of way for S. Mt. Loop 202 (highway edge to the red line) along Pecos Road have been notified by ADOT on policy procedure or protocol for having their homes acquired? **Response:** This question has been directed to ADOT right-of-way.

Question: What is the additional cost to fully depress vs. partially depressed highway per mile for the entire highway called South Mt. Loop 202? **Response:** These figures are in the process of being completed.

Question: Is it possible that many of homes identified in ADOT maps in mid Novembers public meetings located in the Right of Way (Edge of S. Mt. Loop 202 and the Red line) in Ahwatukee will not be purchased after all. If not, why? Would this same rule exist for the selected west side route? **Response:** The final number is yet to be determined. The facility is being designed to a level to define the right-of way needed to construct it. It should not be assumed that significant change to right-of-way will occur after receipt of the environmental approval. (A CAT member requested receiving these numbers with and without a 32nd Street interchange.)

Question: If Pecos Rd. is left open during the construction of proposed S. Mt. Loop, would this also be a more expensive option as fully depressing S. Mt. Loop 202? **Response:** This aspect of implementation comes further into the design process.

Comment: Please show the major utilities as they presently aren't along proposed (Pecos Rd.) S. Mt. Loop 202 alignment and what utilities need to be moved including any gas or fuel lines. **Response:** This information will be part of the utility report.

Comment: I implore ADOT to please use underground radar mapping to identify and locate any cultural finds where soil will be removed to construct proposed S. Mt Loop 202 through identified Native American Indian cultural or sacred areas!

1-5-06

Melanie Pai, PARC – Protecting Arizona’s Resources and Children

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

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

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

Question: In telephone conference my organization has held with ADEQ, there was no mention of the Children’s Environmental Health Program personnel having any involvement with the ADOT planning processes. It is my understanding that state law and ADOT’s own defined process requires participation from this particular sub-group of ADEQ and organizations such as PACR, a citizen group comprised of those concerned about children attending school in such close proximity to the freeway. What efforts have been made to include PARC and the Children’s Environmental Health personnel from ADEQ? **Response:** ADOT is obligated to follow the process as set forth by the National Environmental Policy Act. The process allows for public input and public disclosure as implemented by the federal lead agency, Federal Highway Administration. ADEQ has been invited to participate in the process from the project outset through the agency scoping process.

Question: The American Academy of Pediatrics has concluded that freeways in close proximity to schools has a severe and clearly measurable impact on children’s health. How do the EPA EIS requirements account for these? What measures has ADOT taken to

solicit participation from the American Lung Association, the American Academy of Pediatrics, and other organizations who could provide pertinent information on these relevant topics? **Response:** Data provided to the project team is reviewed and determined for applicability to the scope of the study. Consideration of input from such organizations is undertaken through issuance of Notice of Intent in the Federal Register, public and agency scoping, on-going coordination with public and agencies, data collection when conducting impact analyses, and public disclosure in accordance with the National Environmental Policy Act.

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

Question: In California, building a freeway of such close proximity to schools as the proposed Pecos alignment would not be deemed legal at this juncture due to new legislation created to protect children. How has ADOT processes, reviewed, analyzed and considered these types of progress in development legislation for relevance in similar situations, such as the Pecos alignment? **Response:** The comment is noted and the details of the claim are under consideration. ADOT will follow the NEPA process and all pertinent environmental procedures when considering the comment and related question.

Question: Protection Arizona’s Resources and Children formed specifically because ADOT was not receptive to our comments as individual citizens with regard to concerns about the health and well being of children attending school in close proximity to freeways. What recourse do individual citizens have on a continued basis, other than submitting comment cards, to ensure their voices will be heard with regard to pertinent issues? **Response:** Public comment can be provided through many venues such as the ADOT website. The public will have the opportunity to formally comment when the Draft Environmental Impact Statement is issued, which is anticipated to occur in late 2006.

Question: Are NEPA guidelines always deemed to be sufficient to gauge the needs of the community as it pertains to the health and safety of its citizens? Have there been prior instances where ADOT has taken additional measures, in addition to those defined in the NEPA process in order to protect the health and safety of persons in the community? **Response:** NEPA is required when a federally-funded project or a project that has a federal nexus is proposed. ADOT has worked with local jurisdictions and other agencies on project-related enhancements not deemed mitigation.

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

the Social Conditions report, which is available on the website (www.southmountainfreeway.com).

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

William Ramsay

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

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

David Folts, Concerned Families Along South Mountain Loop 202

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

Question: With proposed I-10 Reliever connection being made to proposed South Mountain Loop 202 and purposely constructed to relive commercial traffic to South

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

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

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

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

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

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

Question: A representative of HDR Engineering identified a WQARF site that had potential pesticides and herbicides in the water table. He also stated that the above mentioned HDR Rep also stated that many of these compounds break down on their own. What length of time is required for these contaminants to break down to 50 percent of original value in below grade water tables? Please identify each contaminant the start value and time required per contaminant. Please put this question in the South Mountain Loop 202 EIS. **Response:** This data is not pertinent to the scope of the study.

Question: What is the highest permissible noise measurement allowed in a resident’s back yard once a highway is built? If the noise level is above this what action is taken to reduce this noise and what is the maximum time allowed for ADOT to remedy this situation? **Response:** Procedures to address post-construction activities and responsibilities were described at the meeting and will be presented in the EIS.

Question: What will be the average height of the wall on the north side of South Mountain Loop 202 between 32nd and 40th Street? How was this determined?
Response: This information would be determined in design if a build alternative were approved.

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

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

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

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

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

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

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

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

Ralph Guariglio

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

Teri Pinkstaff

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

Daniel D. Pinkstaff, 17010 S. 34th Street

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

1-19-06

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

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

Brian Smith

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

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

Greta Rogers

1. Will the meetings (future) be publicly noticed and open to all, including the one with Gov. Wm. Rhodes, GRIC? **Response:** Public meetings are posted. Staff and other internal meetings are not open to the public.
2. Why NOW are you devoting meeting agendas to West Side routes and not the entire plan I-10E to I-10W (no defined terminus to date); This reflects planned avoidance of Pecos.
3. “Impossible to measure ozone” in project corridor; can measure CO2 emissions from vehicles at locations chosen and CO2 must be addressed regionally.” Why don’t you reveal EPA requirements – They’re known and established and Phoenix area on notice for compliance of P. 10 by end of 2006 and now due to exceedence of compliance and impossible goal to attain (notice to ADEQ by EPA 12/05). **Response:** We will provide an answer to this question during the air quality presentation.

William Ramsay

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

David Folts, Concerned Families Along S Mt Loop 202

1. During the summary of Cultural Resources you mentioned reporting on impacts to prehistoric sites. Please define what a prehistoric site is.
2. Is there a required release rate (flow, gpm) over area when directing rainwater, runoff to lower area? If there is, what is this rate and what engineering principles are used to control this rate. **Response:** I will need to review this with our technical people.
3. I can’t understand why many of the planned construction schedules for highways in the extreme south and east of Phoenix (area, SanTan, etc.) don’t start until the years 2020 through 2030 instead of planning and making the alignments now. Construction for the above mentioned areas should start before the end of decade to avoid severe traffic problems a.k.a. staying ahead of the curve.
4. If ADOT builds the west side of proposed S Mt Loop 202 first, then years later build the Ahwatukee portion of this highway would it require another EIS? How long does this Environmental Impact Statement stay in effect? Is there a time frame this entire project must be completed by according to laws concerning EIS policy?
5. If traffic (S MT Loop 202) was diverted from existing regional existing air monitors wouldn’t this benefit? What is referred to as Regional Air Quality scores?

6. I have heard mention of Particulate Matter 10 being measured and possible being reduced in future air data along with being included in proposed S Mt Loop 202. Aren’t PM2.5 reading to be included in the EIS? Also, why wasn’t there a discussion on PM2.5 with projects on same? **Response:** We will provide an answer to this question during the air quality presentation.
7. It appears that the majority of 202 that runs between 10 and Loop 101 running west along southern edge of Chandler is fully depressed or semi-depressed. Ho and why was this design and build decision made?
8. During the EIS presentation of Cultural Resources, Mark Brodbeck from HDR Engineering state they do surveys to ensure cultural sites are found before construction begins. How are the surveys done and how would this be handled i.e. North America Native Artifacts be found if they were only inches below the surface of the soil? Will any attempt made to find out if artifacts reside just below the soil?

2-2-06

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

Larry Lee, citizen concerns

1. Have NEPA and SEPA concerns been addressed? How has the pollution data evolved in the past 20 to 25 years since this freeway was originally proposed? What health issues have evolved or changed in the last 20 to 25 years that could affect the EIS?
2. What study has ADOT performed regarding traffic issues on surface streets when highway closures occur?
3. Since ADOT has been made aware of the connector between the proposed Loop 202 and the Canamex Highway, how does that connector impact the EIS and the communities involved?
4. As it pertains to noise...has the SMCAT been educated on scientific methods for evaluating noise pollution? Does the SMCAT know what the decibel numbers actually represent such as a hearing test? –Comparison test, wave carry tests at distances and elevations, etc...?
5. Has there been a study regarding numbers of drunk drivers associated with casino locations?

William Richardson

I’ve seen constructions costs ranging from \$900 million to \$1.3 billion, but this does not include 1) additional purchase of right-of-way land, 2) relocation costs of displaced businesses and residences, and 3) relocation of utilities. Can ADOT provide some

guidance on total estimated costs using an historical relationship of construction costs to total costs? For example, if in similar projects construction costs were 50% of the total cost, then the projected total cost for South Mountain Freeway would be in the \$1.8 to \$2.6 billion.

David Fultz, Concerned Families Along South Mountain Loop 202

1. This question is in regard to comment on public question. To allow public questions to be read out loud just stay true to your schedule and reserve 15-30 minutes for these questions to be read. If the schedule states the last 30 minutes, 8:30-9:00, are for questions, then stop the meeting and read the questions. If there is still time left then continue with the meeting or adjourn.
2. You were discussing changes to W71 and how this property wasn't considered 4(f) because there were plans to put a gate around the land with a lock around the entrance gate. What specific reason changes the 4(f) status when the above process happens (gates and locks)?
3. I have heard that as South Mountain Loop passes through South Mountain Park it will cut into the national hiking trail on the west side of South Mountain Park. If this trail is in fact taken to build this highway, will anything be done to reroute it?
4. What governing body or person will make the decision if South Mountain Loop 202 becomes a hazardous cargo route? Is this covered on the EIS?
5. If some of the SMCAT members do not agree with any of the three alignments on the west side of South Mountain Loop 202 will they be allowed to vote no-build?
6. Will there be a direct up or down vote on the three alignments from the SMCAT or will the evaluation scoring criteria be used to select the alignment?
7. With the weighted criteria used during the evaluation process wouldn't a person have to make all of his scores weighted as not to lesson the value of his vote/score.

2-23-06

The SMCAT did not request responses to the public comments shown below.

**Melanie Pai, PARC Protecting Arizona's Resources & Children
www.protectazchildren.org**

1. **Question:** What involvement has the Arizona department of public health had to this process?
2. **Question:** What year was the ADEQ permit to build issued? The permit addresses health concerns and other factors which should be considered prior to permitting and building of the freeway. If MSAT research shows new concerns, should the permit be re-evaluated?

David Fultz, Concerned Families Along South Mountain Loop 202

1. **Question:** What percent of funding for the cost then west side of South Mountain Loop 202 will be Federal? State and ½ cent sales tax. If there is a difference in the funding from each of the above mentioned sources from East to West, please state the separate totals.
2. **Comment:** Please show on a map the channels that will be used when releasing rain water along the entire length of South Mountain Loop 202. Include average annual rainfall, rain storms occurring in short period of time i.e. 4 hours during the summer and fall. Also include the effects from 100 year rainfall, i.e. worst individual rainfall in a 100 year time frame. Please include flow rates total accumulation and show where this occurs on the above mentioned map. Please include this information in the South Mountain Loop EIS.
3. **Question:** Is PM 2.5 also required to be tracked for the South Mountain Loop 202 EIS? If so, where are the reading and statistics for PM (2.5)? Is most of the particulate in PM 2.5 in the Phoenix area from vehicle exhaust?
4. **Question:** If no build option is selected, could some of the funding (non sales tax \$ Maricopa) be diverted to other ADOT projects in SE and Northern Maricopa, Pinal and Yavapi Counties? Would this also bring the schedules in so the above mentioned highways and transportation projects could be built sooner than some of the projected dates of 2025-2030?
5. **Question:** Why is PM 10 so harmful to humans? What organs get the most exposure to PM 10?
6. **Question:** Why is PM 2.5 so harmful to humans? What are some of the harmful effects to human tissue and health (longterm) from exposure to PM 2.5? What organs get the most exposure to PM 2.5?
7. **Question:** Aren't the EPA model's ADOT and HDR Engineering are using showing potential projected incorrect in this instance. I mention this because South Mountain Loop 202 has the potential to serve as a commercial bypass around Phoenix. If this is the case, wouldn't a higher degree of particulate be in the air within a 3 mile ribbon along this highway?
8. **Comment:** A real injustice was done when PM 2.5 wasn't discussed including pie charts and graphics during the 2/23/06 SMCAT Meeting. Examining only PM 10 and then pointing out that only 2.1% was due to on road vehicle exhaust improperly showed greater Phoenix air issues. Please cover PM 2.5 as thoroughly as you did PM 10 as to inform the populace to reduce the above mentioned level of pollutants to live a healthy and full life.
9. **Question:** If the smaller particles (less that 1 micron) are the most dangerous to your health, why not show the levels/measurements that reside in out air? What are the ill

effects on human health when exposed to particles from vehicle exhaust less than 1 micron in diameter?

3-2-06

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

David Fultz, Concerned Families Along South Mountain Loop 202

1. **Question:** Can the SMCAT team make a recommendation not to be selected as a hazardous cargo route for South Mountain Loop 202? **Response:** The CAT can make this recommendation, however, this is an ADOT decision.
2. **Question:** When doing the cost evaluation during the 3/2/06 SMCAT meeting wouldn't this criteria have to be used for all other future transportation issues to be fair to Ahwatukee residents? **Response:** The intent of the criteria is to use it for both the west and east sides.
3. **Question:** Using past history can you show SMCAT members to most to least expensive criteria items for building a highway, i.e. 1) land, 2) asphalt, 3) labor? **Response:** (Edwards asked the CAT if they would like to receive this information, and members indicated that they did not require this information.)
4. **Question:** In mid-November of 2002 ADOT held meetings showing the alignment, latest design and right-of-way for South Mountain Loop 202. Also shown were homes that were needed for this latest design to work. Is there a law in place where ADOT must tell the homeowners identified in the right-of-way if their homes will be demolished/purchased or if they will be left intact? **Response:** Once a corridor is adopted by the Regional Transportation Board, ADOT has 18 months to initiate a right-of-way purchase.
5. **Question:** Can you let the SMCAT members know of a proposed highway called the National Freight Corridor (i.e. from Tallahassee to San Diego) and how this would affect the air quality and traffic conditions in greater Phoenix area. **Response:** (Edwards asked the CAT if they would like to receive this information, and members indicated that they did not require this information.)
6. **Comment:** As of 2:00 p.m. the day of the SMCAT meeting 3/2/06 I didn't see the summary (meeting minutes) posted. I felt this is unfair for the public that would attend the SMCAT meetings. Please put some procedure or policy in place to at least let the public find out what happened at the last meeting before attending the next.
7. **Question:** On the South Mountain Loop 202 corridor study web page ADOT states, "Typically, the reported number of homes and businesses goes down as the study progresses, the locations affected may change as well." What does this last statement mean for Ahwatukee homes that fall inside the present right-of-way for South

Mountain Loop 202? **Response:** (Mike Bruder explained as follows:) As we move forward with the design process, the right-of-way is further refined. Effectually, we attempt to show the worst case scenario – that with the most right-of-way.

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

William Ramsay

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

3-30-06

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

David Fultz, Concerned Families Along South Mountain Loop 202

1. Who authored i.e. group or company the VISSIM Software for the microsimulation traffic flows shown at the 3/30/06 SMCAT meeting? Did a branch of government or department pay a company to develop this software? **Response:** VISSIM is the latest simulation package used around the country. It's development was partially financed through the federal government, a university in Florida, and ITE, the Institute of Transportation
1. HDR and MAG have shown total daily traffic flows on the three west side alignments so they must have a good idea on traffic flows at certain times of the day. What would the vehicles per minute weekdays be at 7, 8, and 9 a.m. and 4, 5, and 6 p.m. on the three alignments on the west side of South Mountain Loop 202 in the years 2006, 2010, 2020, and 2030?
2. Do the traffic and population projections MAG has shown in today's meetings take in the effect of increasing property values and the availability and cost of water? Also, isn't this the same group (MAG) that stated only 10% of overall traffic on this natural bypass (South Mountain Loop 202) will be truck traffic?
3. On the last west side ADOT meetings concerning the I-10 reliever, a map was shown with the points of connection from (west side) South Mountain Loop 202 to route 85. Is this the same route 85 that will be designated for an International Freight Corridor called Canamex?

4-6-06

The SMCAT did not request responses to the public comments shown below.

Dave Swisher, Mountain Park Community Church

When a church is in the right away and cannot be relocated to an existing facility, how is the purchase, construction and relocation handled by ADOT?

David Folts, Concerned Families Along South Mountain Loop 202

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

4-27-06

There were no public comments received during this meeting.

**SMCAT Members FINAL
South Mountain Freeway Evaluation Criteria
4-27-06**

Alternative Modes/Multi-modal

The corridor provides for existing and future transit opportunities, park & ride facilities, and multi-use trails. (MULTIMODAL)

Design Obsolescence

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

Noise

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

Ecological

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

Visual

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

Community Cohesion

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

Displacement

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

Design and Operations

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

Project Cost

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

Quality of Life

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

Air Quality

The design and location of any new freeway built will maximize traffic flow and minimize the impact to regional air quality. (AIR)

**South Mountain Transportation Corridor Study
Citizen Advisory Team**

April 27, 2006

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

Dear Mr. Mendez:

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

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

The criteria we used to determine a preferred Westside alternative included:

- Alternative Modes/Multi-Modal
- Design Obsolescence
- Noise
- Ecological
- Visual
- Community Cohesion
- Displacement
- Design and Operations
- Project Cost
- Quality of Life
- Air Quality

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

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

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

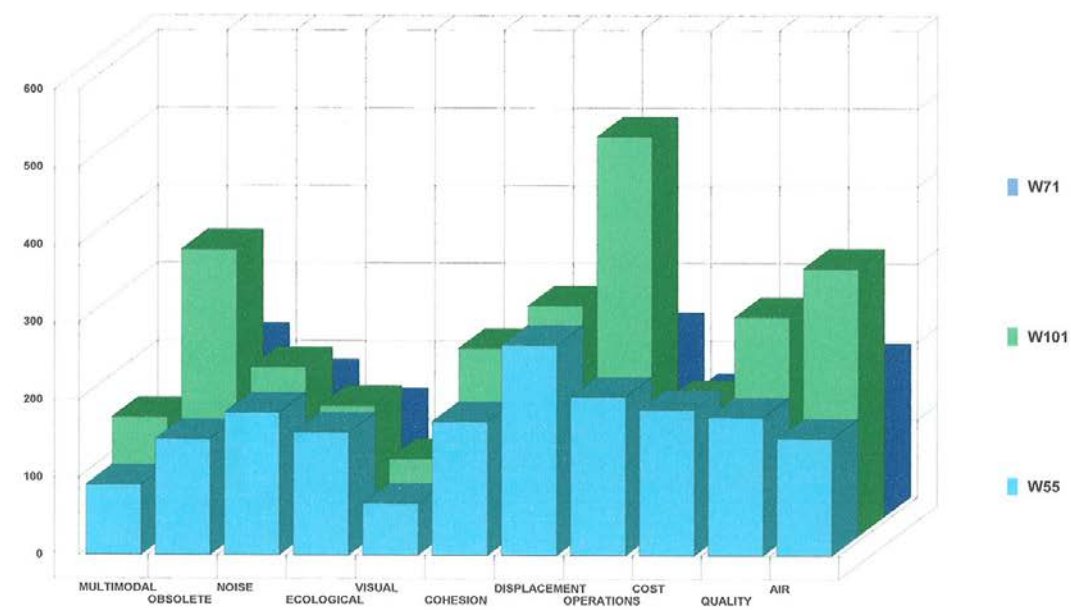
Our next process will be to evaluate the Eastside alternative(s) and a final recommendation of build or no-build for the South Mountain Freeway.

Sincerely,

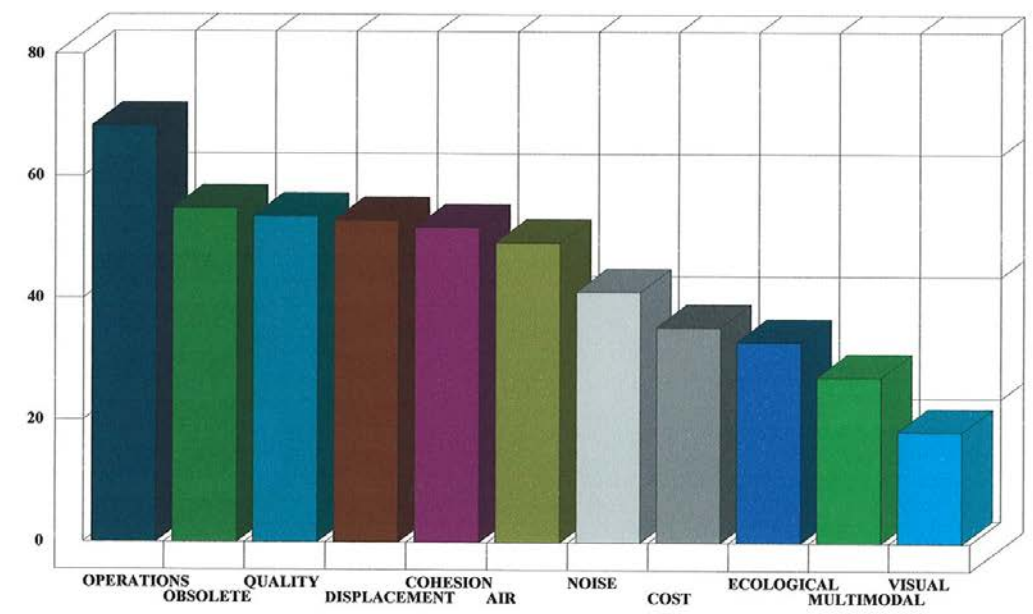
David Shafferty - City of Tempe
St. Bob
STEVE BOSCHEN, VFA
Chris Zula
David D. Williams
J. Stinson
Clayton Thompson
John R. Bell
Hagg Eastman
Kaura Mendez

Alvin K. French
Donald D. Jones
Jim D. Bester
Laurel C. Pratt
J.D. Bz
R.A. "Rock" Argaalright
Michael Goodman

Evaluation Results



Importance



	MULTIMODAL	OBSOLETE	NOISE	ECOLOGICAL	VISUAL	COHESION	DISPLACEMENT	OPERATIONS
W55	205.73	339.11	416.65	358.91	152.12	390.55	614.79	464.22
W71	185.15	504.52	397.99	314.05	185.30	476.47	518.98	536.43
W101	345.62	835.36	491.27	378.85	224.03	546.77	670.68	1165.71
Importance	27.23	54.75	41.16	33.00	18.31	51.70	52.85	68.28

	COST	QUALITY	AIR	Performance	Worth
W55	427.56	404.13	342.24	42.20	4116.01
W71	358.08	444.55	446.40	44.00	4367.95
W101	395.50	638.53	781.21	63.07	6473.53
Importance	35.38	53.50	49.25		