CITIZEN COMMENTS AND RESPONSES
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<th>Code</th>
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<td>1</td>
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<td>Comment noted.</td>
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From: Ryan A. Abbott [mailto:Raabbott@sundt.com]
Sent: Wednesday, May 15, 2013 3:28 PM
To: Projects
Cc: info@buildthe202.com
Subject: Build the South Mountain Freeway

BUILD THE SOUTH MOUNTAIN FREeway!!!! We thread together the inland empire with the Gulf of Mexico.

Ryan Abbott
Sundt Construction, Inc.
Cell: (480) 725-4995
Fax: (480) 629-0527
raabbott@sundt.com

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affecting this proposed freeway.

Also, the second issue is that this is a unique
freeway in that it connects the north part of I-10 to the
south, which is a bypass or a wraparound that makes all
interstate traffic and truckers going through the
Ahwatukee area and having congestion at the end of the
road, where there is already major congestion from the
202 freeway, and there’s miles and miles of stop-and-go
traffic on the way to Maricopa, on the way to Sun City,
and to the casino at that location.

I have a much longer statement that I would like
to put into the information that’s being collected today.
I greatly oppose this freeway.

THE FACILITATOR: Thank you, Ms. Sampson.

MS. SAMPSON: Thank you.


Did I pronounce your name right?

MS. ABEGG: Yes, you did.

THE FACILITATOR: Ms. Abegg, you have three
minutes, there’s a timer right down here. Begin, please.

MS. ABEGG: I just wanted to say that I’m in
support of building the 202 freeway. I live in Laveen, I
have been there for about six or seven years, I think
that this would benefit our community in bringing more of
the amenities and things that our community is lacking

Comment noted.
and help us to -- I feel like Laveen is somewhat at a
crossroads and we can move forward to be a good community
for our families. Or if it stays kind of stagnant where
it is, that it's not going to be as good of a place for
people with families trying to improve their community,
so I support the freeway coming through. Thank you.

THE FACILITATOR: Thank you.

David Gould.

MR. GOULD: I hope this is not the walk of
shame.

THE FACILITATOR: Not at all.

MR. GOULD: It's a lovely facility you have
here. I'm from Maine and we don't have anything like
this up there. Bear with me until I get my question.

THE FACILITATOR: Mr. Gould, before you begin,
this is not a Q-and-A session, it's a --

MR. GOULD: I'm kind of hard of hearing, I
apologize.

THE FACILITATOR: Yes. This is not a
question-and-answer session, it's merely to gather your
comments.

MR. GOULD: All right.

THE FACILITATOR: And you have three minutes and
the timer is right there. Begin, please.

MR. GOULD: Okay. Well, there are a lot of
TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL
DATE: 7/24/13
TIME: 1:37 PM

CALLER: KATHY ABRAHMS
CALLER ADDRESS: 20426 NORTH 38TH DRIVE
PHONE: EMAIL:

CALLER REMARKS/QUESTIONS:
And I am in support of the freeway, thank you.

1

Comment noted.
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From: Projects
To: ADOT
Subject: FW: South Mountain Freeway
Date: Monday, June 24, 2013 9:05:50 AM

Thank you,
Felicia Beltran
Senior Community Relations Officer
1205 W Jackson St. MD 126F
Phoenix, AZ 85007
602-319-7709
azdot.gov

From: DADAIR3015@aol.com [mailto:DADAIR3015@aol.com]
Sent: Saturday, June 22, 2013 8:24 AM
To: Projects
Subject: South Mountain Freeway

The whiners protesting the freeway have forgotten that the original purpose of the interstate was modeled on the German Autobahn, and while a convenience to motorists its primary use was for military mobility.

The people like, Greta Rogers, Jim Jochims, Steve Brittle, et.al; need to get a grip with reality. We need the extension to insure we have adequate means of egress in case of emergency evacuation and to mediate the problems with I-10, the Broadway Curve and to create a bypass for those not wanting to go ‘downtown’ but continue western routing.

This issue is not about personal desires but what is best for the metropolitan area and best for Phoenix.

Dennis E. Adair
5229 East Tamblo Drive
Phoenix 85044 (Ahwatukee)
deadair3015@aol.com
480 734 6368

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**TELEPHONE CONVERSATION RECORD**  
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

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<tr>
<th>Date</th>
<th>Time</th>
<th>Caller</th>
<th>Caller Address</th>
<th>Phone</th>
<th>Email</th>
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<tbody>
<tr>
<td>5/15/13</td>
<td>3:55 PM</td>
<td>JOHN ADAMCZYK</td>
<td>2328 WEST OBISPO AVENUE, MESA, AZ 85202</td>
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<td></td>
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**CALLER REMARKS/QUESTIONS:**

I am in favor of the freeway going through South Mountain. Thank you.

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<td>SOUTH MOUNTAIN FREEWAY INFORMATION LINE</td>
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<tr>
<td>DATE: 5/20/13</td>
<td>CALLER: FLORENCE ADOMOLEY</td>
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<tr>
<td>TIME: 2:34 PM</td>
<td>PHONE: EMAIL</td>
<td></td>
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<td>CALLER ADDRESS:</td>
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**CALLER REMARKS/QUESTIONS:**

Please go with the new freeway that's gonna connect our way to Tucson. We need it. Thank you very much.

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<td>05/09/13</td>
<td>3:13 PM</td>
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**CALLER:** MARY AGEE  
**CALLER ADDRESS:** 1719 S. PARKSITE DRIVE, TEMPE, AZ 85281

**CALLER REMARKS/QUESTIONS:**  
I support the planning and construction of the South Mountain Freeway. It’s important to reduce traffic congestion and the accidents that happen during the morning and evening rush hours.

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<tr>
<td>1</td>
<td>Swati Aggarwal</td>
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Very good study. I hope the freeway gets built very soon.

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I am writing to state my opposition for the proposed expansion of Loop 202/ South Mountain Freeway. I want to advocate "no built" as only the option that preserves the environment, health of Laveen & Ahwatukee resident & respects O'dham traditions.

Sincerely,
Rebecca Aguayo

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<tr>
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<td>Alternatives, No-Action (No-Build) Alternative</td>
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<tr>
<td>2</td>
<td>Air Quality</td>
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<tr>
<td>3</td>
<td>Cultural Resources</td>
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The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
South Mountain Park would be irreparably harmed by having a major freeway crossing (or even close to) its western boundary. NO BUILD is the best option for the proposed Loop 202 Freeway extension.

As a resident of Ahwatukee, I urge that this project not go forward. A massive freeway just south of Ahwatukee will have negative consequences for our community and for South Mountain Park.

Vehicle exhaust – including noxious diesel fumes – from a massive freeway would foul the air in our neighborhood and in the park. Any expectation that the project would reduce regional air pollution simply reflects spreading that pollution into Ahwatukee. We don’t want it. This would reduce the attractiveness of Ahwatukee as a place to live. If Ahwatukee becomes as hazy as the rest of Phoenix, property values here will suffer.

Additional traffic on a major freeway to our south and west would inevitably increase traffic in our neighborhoods – quite simply, there would be more cars in the area if a freeway is wrapped around us. Traffic here is bad enough as it is. Cut-through drivers would be speeding down our streets (endangering

### Code: Issue: Response

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<tr>
<td>1</td>
<td>Section 4(f) and Section 6(f)</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.</td>
</tr>
<tr>
<td>2</td>
<td>Alternatives, No-Action (No-Build) Alternative</td>
<td>A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138–47; “Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor”). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.</td>
</tr>
<tr>
<td>3</td>
<td>Air Quality</td>
<td>In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system. The City study found no adverse effects on the local street system from the freeway (see Appendix 3-1 in the Final Environmental Impact Statement).</td>
</tr>
<tr>
<td>4</td>
<td>Property Values</td>
<td>Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 160–170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-faultly developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.</td>
</tr>
<tr>
<td>5</td>
<td>Traffic</td>
<td>In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system. The City study found no adverse effects on the local street system from the freeway (see Appendix 3-1 in the Final Environmental Impact Statement).</td>
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<tr>
<td>6</td>
<td>Neighborhoods/Communities</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.</td>
</tr>
</tbody>
</table>
children, pedestrians and cyclists) when they realize that speed limits are not enforced in our residential neighborhoods.

The proposed project has many negatives for Ahwatukee and South Mountain, and precious few positives. The main positive results of this project would accrue to developers who would profit by increasing suburban sprawl, and to the firms that build the road. These profits would come at the expense of reduced quality of life in Ahwatukee.

Ahwatukee does not need or want increased air pollution and traffic. Yes, these will increase with time anyway, but they would increase to a greater degree (and sooner) with the 202 extension in our backyard.

South Mountain Park is a valuable asset to Phoenix and should not be degraded by placing a major freeway at its western boundary. NO BUILD is the only acceptable option for Ahwatukee and South Mountain Park.

Mary Ellen Ahearn, MS
Ahwatukee, Phoenix, AZ
# TELEPHONE CONVERSATION RECORD
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

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<tr>
<th>DATE</th>
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<tr>
<td>6/15/13</td>
<td>10:45 AM</td>
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**CALLER REMARKS/QUESTIONS:**
I support South Mountain 202. Thank you.

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<tr>
<td>1</td>
<td>Ray Albano</td>
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Please build the South Mountain Loop 202 connection. It will not only relieve the traffic on the I-10 but will benefit all the areas the freeway will pass thru. PLEASE PLEASE PLEASE!

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<tr>
<td>G Albano</td>
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Please build this freeway for environmental issues.

It is detrimental that a freeway be built as such in an ever developing city where growth is necessary. It will relieve traffic and cut travel time, especially for the people in Laveen and surrounding areas that do not have the luxury of a close freeway.

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<td>INCOMING CALL</td>
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<td>TIME: 3:12 PM</td>
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<td></td>
<td>CALLER: JAMES ALBERTS</td>
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<td></td>
<td>CALLER ADDRESS: 13015 N. JOAN DE ARC, PHOENIX, ARIZONA</td>
<td></td>
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<td>PHONE:</td>
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<td>CALLER REMARKS/QUESTIONS: I totally support the freeway. Thank you.</td>
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<tr>
<td>CALLER:</td>
<td>10:09 AM</td>
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<tr>
<td>JAMES ALBERTSON</td>
<td>CALLER ADDRESS:</td>
<td></td>
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<tr>
<td>1580 W. OAKLAND STREET, CHANDLER, AZ 85224</td>
<td>PHONE:</td>
<td></td>
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<tr>
<td>EMAIL:</td>
<td>CALLER REMARKS/QUESTIONS:</td>
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<td></td>
<td>I am in favor of the Loop 202. Thanks.</td>
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This Project is the completion of a great plan put in motion over two decades ago. It is imperative that the last leg of the program be completed. Without this leg of the 202 completed the congestion and ultimately the loss of commerce for the Valley is guaranteed. My only comment on the preferred alignment is that with the 59th alignment the all vehicles that are using I-10 to 202S leg to bypass the core of the valley will still have have to travel deep into the city to gain access. The 101 alignments seems to be a better chose and will also gain easier access to the 101 corridor.

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<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.</td>
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Hi there. I am a resident of Laveen. My husband and I chose Laveen because it was a great community. Having lived here for a year, it is evident that a freeway is much needed. You have professionals that have moved to Laveen either for the highly ranked schools for their kids, or for that small town sense of community on the outskirts of a big city... whatever the reason, without the 202, we all feel a sense of disconnect. Disconnect from shops, specialty grocery stores, malls, but most importantly, life-saving establishments such as hospitals, clinics, etc. The 202 is greatly needed. The 202 will ensure that we will not have to drive 30 minutes to go to the hospital. We won't have to drive a wasted 45 minutes to get to Chandler or Avondale. Most importantly, we won't have to waste time driving in grid-locked surface streets, such as Baseline to get to work.

Please build the 202!!

Comment noted.
of three announcements. The last shuttle will be
leaving at 7:30 for all routes, that's the orange,
green, and blue routes or 1, 2, and 3. Again, the
last shuttle will leave at 7:30. Thank you.

Mary Aldham.

MS. ALDHAM: Hi, I just want to tell you I
live in Laveen; I am pro 202. We -- my husband and I
moved to Laveen a year ago, and just because we love
the community, we thought it was a great -- there was
a great sense of community. We've been living there
a year. The community is still very tight, but
everybody in the community feels a sense of
disconnect. They feel that -- I feel that we're
disconnected from a lot of things, shops,
restaurants, hospitals, like, and I go to work and,
you know, I have to take surface roads. We have to
take surface roads wherever we go, and it's
grid-locked, stop, start, stop, start. Lots of
traffic. And the lady that spoke just before me, she
wanted you to consider the area that she lives in,
the traffic. Well, we deal with the traffic every
day. That's why we need the 202. We don't want to
feel a sense of disconnect. I don't want to know
that if I get sick or something like that, it's going
to take 25 minutes to get to a hospital.

Comment noted.
So I -- I'm here in support of the 202.

Just one of your statistics, people are talking about sacred land and so forth and South Mountain preservation land, taking your statistics, it's only going take .2 percent, which is 31 acres of the 16,600 acres of South Mountain Park.

So that's completely minimal. And, anyway, thank you for my -- for considering. Thank you.

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

Before we call the next person up, the last shuttle will be leaving for all destinations at 7:30, that's orange, green, and blue or 1, 2, and 3.

Claudia "Leischen," Leischen.

THE FACILITATOR: Leischen. Would you mind using this other microphone, please.

MS. LEISCHEN: I wrote my statement. I live in Central Phoenix, just near Baseline and Central. As you know, Baseline is the main corridor for people who live in Laveen and work or shop in the East Valley. I suspect that an interchange on the proposed freeway at Baseline will now funnel even...
From: Projects
To: ADOT
Subject: FW: 202 South Mt. Loop
Date: Wednesday, May 22, 2013 10:52:41 AM

-----Original Message-----
From: Kathy Aleman [mailto:kathya@swproperties.com]
Sent: Tuesday, May 21, 2013 9:03 AM
To: Projects
Subject: 202 South Mt. Loop

ADOT,

Please continue to push forward with getting this important piece of the Phoenix freeway system designed & built. It is crucial to open up our downtown to only the necessary traffic & get the rest of us an option from funneling thru the neck at the Broadway curve. It’s a crazy waste of time & energy for all.

The 60 & the rest of 202 is so wonderful now let’s get an answer for that part of town & those passing thru Phoenix an option.

Thank you.

Kathy Aleman
Gilbert, Arizona

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**TELEPHONE CONVERSATION RECORD**  
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

- **DATE:** 5/15/13  
- **TIME:** 6:23 PM  
- **CALLER:** ALI ALI  
- **ADDRESS:** 1885 E. RIDGE DRIVE, TEMPE, AZ

**CALLER REMARKS/QUESTIONS:**

I support the Loop completely, the Loop 202 South Mountain Freeway. Thank you.
From: Projects
To: ADOT
Subject: FW: Loop 202 was a promise
Date: Friday, May 24, 2013 8:42:00 AM

-----Original Message-----
From: Bill & Sue Alkema [mailto:all4alkema@cox.net]
Sent: Thursday, May 23, 2013 9:32 PM
To: Projects
Subject: Loop 202 was a promise
My husband and I attended the public hearing on the EIS draft last Tuesday in support of the continuation of the 202 but had a couple of questions. The video and the displays were very informative and the representatives were very helpful in answering those questions. We left feeling more confident that this freeway will finally be completed.

When we purchased our house in Ahwatukee in 2000, we were informed of and promised that the Loop 202 would eventually be completed. That was a deciding factor in the location of the home we chose. Following, in our opinion, are areas where this continuation of the 202 would be an asset.

FOR THE VALLEY - It will reduce the traffic throughout the city on the I-10 by drivers heading to the southeast of the Valley or out of the Valley towards Tucson and vice versa. It will also be another option when there are freeway closures or accidents on the I-10, which are often.

FOR AHWAHUKEE - It will relieve the traffic for residents that have to commute during rush hour into the City, because those residing in the Desert Foothills would probably choose to exit Ahwatukee on the west end.Today at rush hour we sit in a parking lot on the I-10 from Chandler Boulevard to the Broadway curve. Also, our businesses might see more activity since the West Valley would now have easier access to our area’s services and restaurants. But probably the biggest asset would be that many residents of Ahwatukee would save around 15 minutes or more driving time to the West Valley. And with high gas prices, saving 15 minutes is huge.

Susan and Bill Alkema
480-704-1441

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<td>1</td>
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<td>Comment noted.</td>
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From: Projects
To: ADOT
Subject: FW: Build the South Mountain Freeway
Date: Tuesday, May 14, 2013 9:38:42 AM

-----Original Message-----
From: Robert Allen [mailto:onerjallen@aol.com]
Sent: Saturday, May 11, 2013 4:25 PM
To: Projects
Cc: info@buildthe202.com
Subject: Build the South Mountain Freeway

I completely support SMF. It should have happened years ago!

Sent from my iPad
Robert Allen

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From: Denise Allen
To: Projects
Subject: Freeway
Date: Tuesday, June 11, 2013 5:40:25 PM

As a parent in the Ahwatukee Foothills I am disheartened by the ruin of our community by adding a truck bypass, which is all this is, down Pecos. The pollution, noise and crime this will bring to our community is sad. My home will be affected by all of the above. There has got to be a better route.

Denise Allen
Sent from my iPhone
Denise

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<th>Code</th>
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<tbody>
<tr>
<td>1</td>
<td>Purpose and Need, Truck Bypass</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.</td>
</tr>
<tr>
<td>2</td>
<td>Air Quality</td>
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<td>3</td>
<td>Noise</td>
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<td>4</td>
<td>Neighborhoods/Communities</td>
<td>While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.</td>
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<td>Code</td>
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<tr>
<td>1</td>
<td>The car evenaghetti taste if &quot;NOT a yes&quot; on the freeway my nog on there land means the answer. They don't want it so don't waste any more time and just build the freeway, or rather START BUILDING THE FREEWAY!</td>
<td></td>
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**Optional**

- Name: [Redacted]
- Email: [Redacted]
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<tr>
<td>1</td>
<td>Luther Allen.</td>
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<td>2</td>
<td>MR. ALLEN: Hi, I'm Luther Allen. I'm a recent graduate at the University of Arizona, and I got my degree in urban development, which involves a lot of what you guys do. I've been following this project for years, and it is feasible that something like this gets built, because being that, you know, Phoenix has basically hardly any bypass routes and Interstate 10 is basically getting congested on -- it seems like on a monthly basis, and there needs to be a reliever, you know, some airspace, other routes for traffic to go. And this would be great. Now, this ain't something that's cropped up overnight. I know the residents of Ahwatukee may say otherwise about this, but this has been for planned in years. As a matter of fact, I have a map here that shows that this project is -- well, this is 1986, this was called the Southwest Loop, and now it's called the South Mountain Freeway. This was planned for years, long before Ahwatukee became what it is today. So, now, I think the developers, you know, it's unfortunate that they didn't give the residents of Ahwatukee proper notice, or whatever information that the proposed freeways was going to</td>
</tr>
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be in the making, you know, a few miles to the south
of where they live, but the fact of the matter is,
you know, this highway project is needed.
Now, I understand that, you know, you
guys are negotiating with the Indian tribe called the
Gila River to the south, since then the Proposition
400 taxes passed. If they haven't said yes by now,
you know -- I understand you guys have been back and
forth in negotiations with them -- if they haven't
said yes by now, you know, I think they don't want
it. So it's time to, you know, quit wasting time,
move on, build this thing, because the longer you
wait to build it, the more construction costs are
going to skyrocket, and that's what we don't need
right now today. And, what, another form of tax
revenue will need to be passed to allow for more
funding, so I say, get busy, build this thing,
because it's desperately needed.
Now, the Proposition 400, you know,
included, you know, this freeway project was included
in those plans. And this is what the voters wanted,
so I think it's time to, you know, give them what
they wanted, and just, you know, stop negotiating,
and build this thing. And that's all I got. Thank
you.
This environmental impact draft study doesn’t seem to think that it will worsen the air quality on the sensor that’s on 63rd Avenue, which will be two to three miles away from this construction. So it really needs to be understood that it could could risk Arizona losing its federal funds. And then the City and our citizens will have to pay the bill. This could turn into one of the more expensive highways. And I think a separate study of that impact is very, very important before we go to the final phase of the environmental study.

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

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

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

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

MR. ALLEN: I don’t know what ACOT’s plans for
1 the -- for the 101 -- or I mean the 202 merging into the 1-10, as far as lane -- you know, lanes merging, you know, lanes from the 202 merging into the 10.

But what I think is that lanes from the 202 should stay -- you know, should stay as extra lanes. Instead of merging in, just stay as extra lanes on Interstate 10 until they get to the 101, which is, like, another four miles westward, because some of that traffic coming from northbound 202 is going to want to connect with 101 going south instead of going to an Arizona Cardinals game.

So they're not going to have -- They're probably not going to have -- They're not going to have a purpose to merge onto the Interstate 10 and then merge back onto the -- you know, merge back to the right to get onto the 101. So they should just keep those lanes off of 202 as additional lanes, all the way out to the 101, and then maybe points further west.

And then, after the 101, then that's when they should merge into the -- into what's existing on the Interstate 10, you know.

Because, the way I understand it now, it's going to merge some point, you know, a couple miles after -- a mile or so after the 202/Interstate 10 junction. And that's just going to create a traffic nightmare like the Broadway Curve. So but, if they keep the lanes -- keep them as additional lanes, all the way out to the 101, then I think that would be -- that

Design

The construction of the proposed freeway would include widening along Interstate 10 to facilitate the entrance and exit of vehicles between the two freeways. Additional information related to the Interstate 10 modifications can be found in Figure 3-26 on page 3-49 and Figure 3-29 on page 3-53 of the Final Environmental Impact Statement. The design of the connection to Interstate 10 and the widening along Interstate 10 was developed in accordance with Federal Highway Administration's Interstate System Access Informational Guide and has received an initial determination of operational and engineering acceptability from Federal Highway Administration.
1 would be feasible. And that’s what I’ve got.

MR. HAMILTON: I just did a comment via the computer, but I thought of something else.

COURT REPORTER: Okay. What is it?

MR. HAMILTON: You mean, specifically, my comment?

COURT REPORTER: Yes.

MR. HAMILTON: I would like ADOT to keep the preferred route, the purple route, in the west end. That’s the only -- That’s the only thing I forgot to add to my original comment.

MR. BRENNAN: Okay. So I already spoke inside, regarding some of the impacts specifically with traffic. Oh, you have to do every stutter and “Oh,” don’t you? I’m sorry.

Traffic, particularly with existing traffic conditions with the trucks, the warehousing and shipping business located in the north of Laveen, currently using 51st Avenue going south, as well as spilling over frequently onto our surface streets like Baseline Road, as well as whenever traffic incidents slow traffic on the I-10, which pushes traffic onto our surface streets, and I think that that creates a negative impact on both the Laveen community as well as the rest of the South Mountain/South Phoenix area, which is where I presently live, and have previously lived in Laveen and remain fairly active in that part of the South Phoenix area.
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1. (Comments made by public members to the court reporter as follows:)

   MR. HARTLEY: My name is Chad Hartley, Gilbert, Arizona. I travel the Santan on 202 daily towards 32nd Street and I-10.
   I believe the Broadway Curve to be dangerous due to high congestion that it sees in the morning and the afternoon.
   To alleviate that with the new 202 would be -- I support the construction to alleviate the congestion and the -- I believe it would help alleviate the -- I don't know how to say -- the dangerous Broadway Curve.
   Thank you so much for your time.

   LAWRENCE ALLEN: Lawrence Allen. Basically this South Mountain Freeway has been in place since early 1980s. You know, this map dates back to, what, 1986. So we might as well go back to 1980. So these are plans. So they had to, you know, think about this for a few years to actually put it on paper.
   So this ain't something that cropped up yesterday, as the Ahwatukee residents are probably thinking. Now, it’s unfortunate that the developers who built Ahwatukee where those residents live that...
they weren't given the proper information from the
developers, because I think the developers are more
concerned about their pocketbook; or, you know, there
may be rules where they had to disclose it. But I
pretty much think the developers had a way of going
around it without eking out the fine details.
So I think that, you know, the developers
they didn't want to leak that information to the
residents and say, "Oh, nothing is going to happen
here, so let's just move right in." Lo and behold, you
know, Phoenix grew to be the 3rd largest city in the
city. You know, we were past Philadelphia a couple
of years ago in terms of population alone.
So, yes, we need some bypass routes, because
Interstate 10 is getting congested on a monthly basis.
And there needs to be some more space on the freeway.
And if I am going from Southeast Valley to,
let's say, going to Arizona Cardinals game, I don't
want to drive through Central Phoenix if I don't have
to. I don't want to drive through downtown if I don't
have to. I want to bypass that route and avoid that
whole area altogether, if I had to chose. But being
Phoenix is so big as it is, we need that so desperate.
Now, the Indian tribe that ADOT has been
negotiating with for, you know, what, five or six
1 years, they have been back and forth: Well, maybe we
2 should; maybe we shouldn't; maybe we will look at this.
3 If they haven't said a definitely yes by now, they
4 don't want it.
5 So ADOT needs to quit stalling with them and
6 build this thing and stop wasting time. The longer
7 they wait, the more construction is going to be. And
8 then, what? We need another proposition sales tax to
9 provide more funding?
10 So hopefully ADOT kind of comes to a
11 conclusion that, you know, let's build this thing
12 yesterday and, you know, get this thing built before,
13 you know, something else comes through the cracks.
14 And that's pretty much all I've got.
15 Well, there's another concern that a few
16 ridges of South Mountain Park will be taken out.
17 Please. What portion of the park do 100 percent of the
18 population visit? They visit the part that you come
19 in, come in southbound on Central Avenue, on the other
20 side of Ahwatukee. They don't go to that little
21 itsy-bitsy, teeny-weeny little southwestern portion of
22 the park. There's not even a road over there. They go
23 to the other side.
24 So for them to say that cutting out a few
25 small ridges of the park would be devastating, that's
1. just completely bogus, because nobody visits that portion of the park anyway. It's very insignificant.
2. You know, if they want -- otherwise, how did Squaw Peak -- or actually Piestewa Freeway -- how did that get through. When you go through there, you see big ridges on either side of the freeway. So they -- you know, look, how about that? Either that, why don't we just take out that road and replace it to what it was before?
3. But to say a few ridges of the least-used portion of the park would be devastating, it just -- it's just, what do you say, really stupid, I would say. And that's what I wanted to add; it's just insignificant.

MICHAEL MOSS: I live in the path of the freeway, in Laveen. And I have lived there most of my life. And the traffic over the last ten years has just doubled on the surface streets: on 16th, on Baseline Road, 61st Avenue, 67th Avenue, 91st Avenue.
4. So many people when the freeway I-10 plugs up, they go to the surface streets. And there's accidents and there's just major traffic. They go to the surface streets. They ditch off of I-10. If they're going to the east, they ditch off at 91st or 67th Avenue, which takes them to Baseline Road. And
Comment Response Appendix · B939

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From: Projects
To: ADOT
Subject: FW: Build the South Mountain Freeway
Date: Tuesday, May 14, 2013 9:38:48 AM

-----Original Message-----
From: Michael Allison [mailto:jalli87583@icloud.com]
Sent: Saturday, May 11, 2013 10:16 AM
To: Projects
Cc: info@buildthe202.com
Subject: Build the South Mountain Freeway

We have to constantly keep our interstates and streets able to handle the influx of people and new communities. I just spent 4 months in Indianapolis and their traffic and roads were not well planned for and it was very frustrating to sit in traffic everyday because the city planners thought that a new football stadium and a new airport were more important. I love Arizona and would hate to see it look anything like Indianapolis. You have done a wonderful job with the interstate systems we have today but now is not the time to drop the ball. Build the 202!

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1
From: Projects
To: ADOT
Subject: FW: 202 freeway
Date: Monday, May 20, 2013 8:23:46 AM

-----Original Message-----
From: Michael Allison [mailto:jalli87583@icloud.com]
Sent: Sunday, May 19, 2013 2:12 PM
To: Projects
Subject: 202 freeway

At this point I am proud of the interstate system here in the Phoenix area but it will not stay that way if we don’t keep up with the growth. I just spent 3 months in Indiana caring for my aging parents and I guarantee you that if you drive you do not want our city to become like Indianapolis. The gridlock there is horrible and it is a pain to even go grocery shopping. The state government in Indiana would rather spend their money on frivolous stadiums and airports that are not needed. The roads were not planned well there to start with and some are still the same as they were when I was a young man in the 50’s and 60’s. Let’s keep the Phoenix area a place that we can all be proud of. Life is stressful enough without having to sit in traffic for 2 hours every day. Thank you for your time, Michael Allison

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Comment noted.
THE REPORTER: Please state your name.
MR. ALLISON: Matthew Allison.
I'm pretty much here today to put my comment to say no against the build 202. The reason I'm dressed as a zombie is that the air quality and the environmental state and just being our native culture of O'odham people, this will take a lot away from us as our people, as our mountain is sacred to our land. And I just would like to state that I would really strongly -- for the people to really look at the stand that we're trying to make. And we may be young and growing to come against this, but to me that's the start of us to grow as people and reclaim our land and reclaim our culture to rebuild it again, because it is -- it has been kind of lost, in a way, but we are trying to come and reclaim it back. And pretty much saying, it hasn't been lost. That's all I want to say. Thank you.
THE REPORTER: Thank you.
The following was received on the ADOT ENVOY System:

**Proposed Freeway**

**5/28/2013 7:22:33 AM**

I recently lost my husband and can no longer afford my home at the above address. I have it listed without any interest whatsoever. It would help me to know that if the freeway goes down Pecos, will this address be one to be eliminated. Thank you for your time.

Joyce Allred
jallred@cox.net

Thank you.

Patricia A. Talcott
Program Project Specialist II
206 S. 17th Avenue, Room 101, MD118A
Phoenix, AZ 85007
602.712.7610
www.azdot.gov

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**NORTHERN ARIZONA CHAMBER OF COMMERCE**

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

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

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**Table: Code Issue Response**

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<tr>
<td>1</td>
<td>Acquisitions and Relocations</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix. Aerial maps showing the proposed freeway (W59 and E1 Alternatives) are accessible through the project Web site, &lt;azdot.gov/southmountainfreeway&gt;.</td>
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<td>TELEPHONE CONVERSATION RECORD</td>
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<td>SOUTH MOUNTAIN FREEWAY INFORMATION LINE</td>
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<td></td>
<td><strong>DATE:</strong> 5/15/13</td>
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<td></td>
<td><strong>TIME:</strong> 6:38 PM</td>
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<tr>
<td></td>
<td><strong>CALLER:</strong> CHARLES ALTENBERN</td>
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<td></td>
<td><strong>ADDRESS:</strong> GILBERT, AZ</td>
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<td><strong>PHONE:</strong> EMAIL</td>
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<td><strong>CALLER REMARKS/QUESTIONS:</strong></td>
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<td>I am 100% in favor of the South Mountain Freeway expansion across Pecos. Thank you.</td>
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Hi there,

We are absolutely in support of building the final phase of the Loop 202! As Laveen residents for just over a year now, we are excited to see how things are developing here. We fell in love with the "small-town" feel of the Laveen community, having participated in the annual parade, Laveen 5k, Laveen Turkey Trot and more this year, and we love getting to know people within our community. We dislike, however, the traffic heading down 51st Avenue, not to mention other major streets, on our daily commutes, and the congestion it causes around our neighborhood (at 51st Avenue and Dobbins Rd) day in and day out. Having freeway access will alleviate the traffic from the surface streets, and would actually help with pollution, getting some of the stagnant air moving. It would also provide an alternate route for semis, which really back up the surface streets in our community, as well as casino traffic, which typically uses 51st Avenue as a primary route. Basic business sense would also indicate improvement to our economy. With quick access to the area comes larger retail outlets, even opportunity for local businesses to grow and thrive, with the greater traffic flow, which, in turn, encourages residents to keep money local. I know, personally, we drive to Goodyear, Avondale, Tolleson, Ahwatukee, Tempe and Phoenix for our everyday shopping needs and HATE it! Even as just one family, this is a lot of money that could be spent within our community. If we had the opportunity to do so, at stores that would subsequently be built near the freeway, the Laveen economy would see immediate and exponential growth. We feel the Loop 202 South Mountain Freeway will be great for our community, and is necessary for its sustainability as a major Phoenix suburb.

Thank you for listening to the people of OUR community,

Richard and Jacqueline Alvarado

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1

PROCEEDINGS

2

MR. ALVARADO: My name is Frank Alvarado.
3 I just wondered if they were going to put in a light
4 rail. It’s been in the air or something. I think it
5 could probably help with the recycling the rubber,
6 the road as well.
7 Well, I need some kind of a -- help get
8 started on the project, and there would be a lot of
9 benefit in return. I guess I’m interested in
10 probably rubber recycling for the freeway. And
11 possibly putting the funds into a suspended light
12 rail system.
13 Anything else? I don’t know. That’s
14 where I’m at.
15 THE REPORTER: Okay. If you think of
16 anything else, you’re welcome to come back and speak
17 with one of us again.

Code | Comment Document
---|---
1 | Alternatives, Nonfreeway Alternatives
2 | Design

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

Rubberized asphalt was assumed in the Location/Design Concept Report cost estimate to further reduce noise impacts. Although not recognized by the Federal Highway Administration as mitigation, rubberized asphalt would be used as the top level of paving; it is discussed beginning on Final Environmental Impact Statement page 4-99.
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**TELEPHONE CONVERSATION RECORD**
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

**INCOMING CALL DATE:** 5/15/13  
**INCOMING CALL TIME:** 12:08 PM  
**CALLER:** WENDY ALVERS  
**CALLER ADDRESS:** 2741 E. BRIDGEPORT PARKWAY, GILBERT, AZ 85295  
**PHONE:** 480-946-0491  
**EMAIL:**

**CALLER REMARKS/QUESTIONS:**

I absolutely, 100%, support the building of this freeway for the South Mountain Loop Freeway, and I hope it goes in sooner than later because it would really, really get rid of some of this congestion.
### TELEPHONE CONVERSATION RECORD
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

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<th>Email</th>
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<tbody>
<tr>
<td>05/15/13</td>
<td>9:34 AM</td>
<td>VIRGINIA ALVEY</td>
<td>1345 N. LAKESHORE DRIVE, CHANDLER, AZ 85226</td>
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**CALLER REMARKS/QUESTIONS:**
I approve the South Mountain Freeway. I think it would be a good thing. Thank you. Thanks. Bye.

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<tr>
<th>Code</th>
<th>Issue</th>
<th>Response</th>
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<tbody>
<tr>
<td>1</td>
<td></td>
<td>Comment noted.</td>
</tr>
</tbody>
</table>
From: Projects
To: ADOT
Subject: FW: 202 loop
Date: Wednesday, May 22, 2013 10:50:38 AM

-----Original Message-----
From: Amanda [mailto:amp7282@aol.com]
Sent: Tuesday, May 21, 2013 6:13 PM
To: Projects
Subject: 202 loop

The 202 loop is a fantastic idea. Please move forward.
Thank you,
Amanda

Sent from my Verizon Wireless 4G LTE smartphone

Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.
Connection of this highway only poses threat to the safety and security of our children and families. We urge you not to connect the freeway system as proposed, but rather to leave the freeway system in its present state instead.

While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
Madhavi Anamala
I support loop 202 south

Document Created: 5/24/2013 12:14:48 PM by Web Comment Form

<table>
<thead>
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<tr>
<td>1</td>
<td>Madhavi Anamala</td>
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<td>1</td>
<td></td>
<td>Comment noted.</td>
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</table>
I have lived in Ahwatukee 30 years, I still choose to live here and raise my children here because it is a great community. By putting this freeway this close to our community you will be ruining it! The village feel will be gone and along will come a ton of traffic and pollution! I am concerned the pollution from all the trucks will get "trapped" by South Mountain and we will be living in it. The impact on our community and health will be greatly impacted in a negative way on us. PLEASE MOVE THIS FREEWAY OUT AWAY FROM AHWATUKEE!!!! DON'T RUIN OUR COMMUNITY AND MY CHILDREN'S HEALTH!

<table>
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<tr>
<th>Code</th>
<th>Issue</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Air Quality</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix. Air quality depends on several factors such as the area itself (size and topography), the prevailing weather patterns (meteorology and climate) and the pollutants released into the air. Cuts through the South Mountains would be expected to produce microclimate differences similar to those produced by a series of buildings in a large city that produce localized wind tunnel effects. The mountain cuts, however, would not affect regional air quality.</td>
</tr>
</tbody>
</table>
I do NOT want this freeway built unless on Indian Land. I don't know why this freeway has to go on the Pecos Road plan when the Indians have plenty of unused land which would save homes, churches, pollution near schools, noise etc. I vote NO NO NO on this plan. The original plan is from 1985 at which time this plan sounded great, today not so much. Talk to the chief at the casino and get this moved and tell some politicians to do their jobs and help save peoples homes. This whole thing is just a pile of....

**Alternatives, Gila River Indian Community Alignment**

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

**Neighborhoods/ Communities**

Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)

**Air Quality**

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

**Noise**
<table>
<thead>
<tr>
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<th>Comment Document</th>
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<tbody>
<tr>
<td>From:</td>
<td>Projects</td>
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<tr>
<td>To:</td>
<td>ADOT</td>
</tr>
<tr>
<td>Subject:</td>
<td>FW: 202 Freeway</td>
</tr>
<tr>
<td>Date:</td>
<td>Monday, May 20, 2013 8:35:37 AM</td>
</tr>
</tbody>
</table>

From: AZmjanderson@aol.com [mailto:AZmjanderson@aol.com]
Sent: Friday, May 17, 2013 9:34 PM
To: Projects
Subject: 202 Freeway

Attn: azdot,

The 202 is way past due. People driving to or from Tucson from the west can by-pass the heavy traffic in the city of Phoenix.

Thank you.

Sincerely,

Martha Anderson
azmjanderson@aol.com

Confidentiality and Non-Disclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.
I have lived in the Phoenix Metro area since 1982 and am a current Ahwatukee resident since 1998. I am a strong advocate for this freeway. I believe it should have been built years ago. We need to get more trucks off the freeways through town and also give our residents and visitors another option to get from the southern part of the valley to the west valley. I firmly believe that the construction of this freeway will improve my quality of life and the quality of life for the majority of the residents in the Phoenix area. This should also improve congestion which will ultimately reduce the air pollution from idling and slow moving commuters. Let’s Build the 202!
<table>
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<tr>
<th>Code</th>
<th>Comment Document</th>
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</table>

**TELEPHONE CONVERSATION RECORD**  
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

<table>
<thead>
<tr>
<th>INCOMING CALL</th>
<th>INCOMING CALL</th>
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<tbody>
<tr>
<td>DATE</td>
<td>TIME</td>
</tr>
<tr>
<td>6/12/13</td>
<td>4:45 PM</td>
</tr>
</tbody>
</table>

**CALLER:**  
JOHN ANDERSON  
9137 W. [UNCLEAR] DRIVE, PEORIA, AZ  
PHONE:  
EMAIL:  

**CALLER REMARKS/QUESTIONS:**  
I support the South Mountain Freeway.

**Code** | **Issue** | **Response**
---|---|---
1 | | Comment noted.
1 Alternatives, W59 Alternative Versus W101 Alternative

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

2 Design

The construction of the proposed freeway would include widening along Interstate 10 to facilitate the entrance and exit of vehicles between the two freeways. Additional information related to the Interstate 10 modifications can be found in Figure 3-26 on page 3-49 and Figure 3-29 on page 3-53 of the Final Environmental Impact Statement. The design of the connection to Interstate 10 and the widening along Interstate 10 was developed in accordance with Federal Highway Administration’s Interstate System Access Informational Guide and has received an initial determination of operational and engineering acceptability from Federal Highway Administration.
### Alternatives, Nonfreeway Alternatives

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

### Alternatives, Gila River Indian Community Alignment

The proposed freeway would address the purpose and need criteria, including relieving Interstate 10 congestion. The discussion of the responsiveness of the proposed freeway to the purpose and need criteria is presented beginning on page 3-27 of the Final Environmental Impact Statement. Alternatives farther south, such as the Interstate 8/State Route 85 Alternative were considered in this study (see page 3-9 for more information). The Paradise Parkway was included in the original “Prop 300” packages of road improvements (see Figure 1-2 on page 1-6). However, it was dropped from the plan and was not included in the projects proposed in Prop 400 (the Maricopa Association of Governments Regional Transportation Plan). The South Mountain Freeway was part of both Prop 300 and 400 proposals.

### Neighborhoods/Communities

While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement beginning on page 4-91).

### Noise

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

### Air Quality

In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the freeway on the local street system. The City study found no adverse effects on the local street system from the proposed freeway (see Appendix 3-1 in the Final Environmental Impact Statement).

### Neighborhoods/Communities

Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)

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**Table: Comments about South Mountain Impact on Ahwatukee**

<table>
<thead>
<tr>
<th>Code</th>
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<tbody>
<tr>
<td>1</td>
<td>Better use of the Pecos Rd 202 alignment would be light rail going in both east and west directions of South Mountain and along I-10 to Tucson. Help get rid of traffic and congestion! Especially since Ahwatukee pays high taxes and doesn’t even get City bus service! Well, very very limited service!</td>
</tr>
<tr>
<td>2</td>
<td>Place the 202 extension from I-10 along Queen Creek Road going west toward the City of Maricopa and prepare for the growth of the south west valley. It could then go north along the Estrella Mountains to connect at I-10. This would keep the noise, pollution, hazardous cargo etc. etc. all away from more populated areas. Also, if the road went to Maricopa, it could also connect I-8 with I-10 at a more convenient point for those going to Phoenix, Yuma, or southern California instead of south toward Tucson. It would also take some traffic off I-10 to travel along I-8 instead.</td>
</tr>
<tr>
<td>3</td>
<td>Keep the land at Pecos Road alignment for future necessity, not for main highway. Putting the proposed freeway along Pecos Road is like putting a new freeway through the middle of Paradise Valley. It would never happen for it would ruin the area!!</td>
</tr>
<tr>
<td>4</td>
<td>When we moved to the Foothills of Ahwatukee in 1991, the only thing you could hear at night were the coyotes! It was so refreshing then. No dark brown cloud hanging over the area. You could breathe! Now, pollution is seen coming around the mountain and the noise from the traffic on Pecos Road wakes you up at night. I don’t even live that close to the road, but the noise comes right up the slope of the land, because of the mountain, right to all of the homes in the area. I can’t even phantom the amount of noise pollution that all of the extra traffic and trucks would cause. I sell real estate and I know how hard it is to sell homes that are near the I-10 corridor that is routed alongside Ahwatukee between Baseline and Pecos Roads. It is so noisy!</td>
</tr>
<tr>
<td>5</td>
<td>Have you ever studied the traffic that is now on Chandler Blvd between 24th Street and the Ray Chandler Loop? During certain hours of the day it is almost impossible to make a left-hand turn out of the neighborhoods located here (from either direction), let alone try to cross the road on foot. It is extremely dangerous! What will happen when all the extra traffic being routed from the 202 to Chandler Blvd. enters this area? Do you have to wait until people are killed! This is a neighborhood area with schools, parks, bike trails, walking trails etc. that is not made for major traffic!</td>
</tr>
<tr>
<td>6</td>
<td>What about all the homes, schools, churches etc. that will have to be torn down! And what about the people that bought homes in a beautiful neighborhood only to find out that they will have to look at a freeway. If this was your home, you wouldn’t like it!</td>
</tr>
<tr>
<td>7</td>
<td>Why haven’t the people of Ahwatukee been able to vote on wanting or not wanting a freeway in their backyard? I can say that I don’t know one person that lives here in Ahwatukee that wants a freeway in their backyard to connect around the mountain!</td>
</tr>
<tr>
<td>8</td>
<td>When there are accidents on the proposed 202 (and we know there will be) where will all of the traffic be diverted to? Bingo, onto the few streets we have in the largest cul-de-sac!!! Let’s make it more difficult to live here. Let’s make more pollution! What about the safety here? How will the residents of Ahwatukee get out if a disaster happened and the roads</td>
</tr>
<tr>
<td>9</td>
<td></td>
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<td>10</td>
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</tbody>
</table>
Public Involvement

No public vote was held as part of the Draft Environmental Impact Statement review process. Members of the public were encouraged to participate and submit their comments on the Draft Environmental Impact Statement during the 90-day comment period. The proposed Loop 202 South Mountain Freeway has been a critical part of the Maricopa Association of Governments’ Regional Freeway and Highway System since it was first included in funding approved by Maricopa County voters in 1985. It was also part of the Regional Transportation Plan funding passed by Maricopa County voters in 2004 through Proposition 400.

Traffic

Hazardous materials commodity flow studies and other information are considered by emergency response planners (such as the Arizona State Emergency Response Commission statewide and the Maricopa County Local Emergency Planning Commission for Maricopa County) when developing emergency response plans. If the plan were amended, it would be made available to the Arizona Department of Transportation.

Alternatives

Extending Pecos Road through the South Mountains along the same alignment as the freeway would result in similar environmental impacts as the freeway. However, the arterial facility type would not meet the level of travel demand for this corridor (see page 3-19 of the Final Environmental Impact Statement).

Purpose and Need, Lack of Support

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

Alternatives

The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other “loop” freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County.
We oppose the freeway for so many reasons, not the least of which are:

1. You are exploiting Native Americans and infringing on their sacred land.

2. The plan includes extending Chandler Boulevard Westbound through beautiful hiking terrain on the South Mountain Preserve, where new trails were JUST CREATED, and now you will destroy them and send a whole neighborhood of traffic through the pristine area to the neighborhood at the end of Pecos Rd. If this project goes through, you must create an exit for this neighborhood at the end of Pecos Rd so that they do not go through the hiking area land.

3. You are being deceptive about the claim that pollution will be less with the new freeway. That is a farce for stupid people to believe who don’t know any better. Adding highways has never improved pollution.

4. Just the name tells you this project is not right - you are destroying a sacred mountain for the sake of development, when it is not absolutely necessary.

We urge you to reconsider!

Daniel and Jean Arlotti
Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process. ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT’s final recommendation. When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

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

FOR MORE INFORMATION: udot.gov/southmountainfreeway

Comment noted.
Thank you,

Salina Tovar
Community Relations Officer
1605 W. Jackson St.
MD 1260, Room 170
Phoenix, AZ 85007
602-712-4629
azdot.gov

From: John Armstrong [mailto:armstrongjohna@icloud.com]
Sent: Tuesday, July 23, 2013 6:41 AM
To: Projects
Subject: AZ Loop 202 South Mountain Freeway

To whom it may concern,

I am a resident of Ahwatukee and I am a staunch supporter of the 202 expansion. I purchased a home there a little over year ago where my beautiful fiancee lives and it is the home that I hope some day to start a family in. I want someday my family to live in the best metro area in the US and I struggle to understand how that can happen without the 202 expansion.

In today’s age and with private-political-activist groups with their own self-serving agendas, it is so easy to find things wrong with development and progress. I hope that our leaders at ADOT recognize that this issue has a silent majority and that a boisterous few do not represent the citizens of Maricopa County.

No plan is 100% perfect but that shouldn’t be the reason why a much needed project is thrown in the garbage. The Hoover Dam had its naysayers. The Chesapeake Bay Bridge-Tunnel had its critics. People at first hated the Eiffel Tower. Even the light rail in Phoenix had opponents. But it was cooler heads that prevailed and people who understood that real progress has some risks made the right decision. I sincerely hope ADOT’s leaders will recognize that too.

Good luck. I wish you well in making your decision and I sincerely hope this project comes a reality.

John
TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

DATE: 7/24/13
TIME: 2:22 PM

CALLER: BONNIE ARMSTRONG
CALLER ADDRESS: 
PHONE: 
EMAIL: 

CALLER REMARKS/QUESTIONS:
I am for the freeway.

1

Comment noted.
I have reviewed the Noise section on the DEIS. This information is not presented in a manner in which residents can compare the existing condition with the future conditions. On page 4-83, Table 4-39 shows the ambient noise monitoring results at various locations along the Eastern Section. It is relatively easy to identify where each on of the sites was located, they area pretty specific, allowing a resident to look on a map and see where the reading may have been taken. On page 4-88, Table 4-40 shows the noise analysis results that were modeled base on the proposed project. This information is useless in evaluating the change in conditions; as not only are the locations different but they do not give enough information for a resident to identify where the modeling points are. The locations identified in able 4-40 are not identifiable to the average resident. Residents to not know where "parcels" are. Why were the points in Table 4-39 not carried over and identified in Table 4-40, so a reviewer could actually see the difference before and after the proposed freeway is constructed? Why was the information but in "parcels" (Receiver ID #11-26a), this seems to cloud the analysis. The amount of information and the manner in which it is reported in Table 4-40 obfuscates the ability to evaluate the increase in noise at a one location and understand the impacts. I suggest that this Table 4-40 be redone to reflect comparative information and not just information for information's sake. The subconsultant can do the modeling at the same points which are in Table 4-39, THIS is the information which should be in Table 4-40.

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<td>Noise</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix. The locations used for measuring existing noise levels do not necessarily correspond to locations used for noise modeling for future conditions. Therefore, combining the two tables would not be practical. The neighborhood, or parcel, name was obtained from Maricopa County Assessor records and is the legal name for the residential development. This information is easily obtained on the Maricopa County Assessor's Web site. In addition to the name reference in the table, the monitor and receiver locations are shown on maps to assist the reviewer (see Figures 4-29 to 4-32 in the Draft Environmental Impact Statement).</td>
</tr>
</tbody>
</table>
Presenting current and accurate information is part of the NEPA process. The DEIS does not reflect current conditions, and was not updated after it was first started in 2006, nor was it reviewed properly before being released. This is evident by many statements which do not reflect current conditions including the statement below in Chapter 5, page 5-25:

“The cuts would be located in a remote portion of the SMPP, not near any trails and barely visible from any of the readily used trail.”

This is erroneous analysis. This statement was true in 2006. The subconsultant and ADOT have not re-evaluated the study area since 2006. Conditions have changed, in 2011, the City of Phoenix added two new trails in the west end of SMPP. The trails start at the future 19th Ave Trailhead and go west and east along the Main Ridge South (and connecting to the National Trail). They are called the Bursera Trail and the Pyramid Trail. While the trails are physically more than a 1/4 mile away from the proposed project area, the project is clearly visible when you are on the Bursera Trail. These trails were not identified or evaluated for their 4(f) status, they are strictly for hiking and biking. Therefore the statement in the Appendix 5-1 pA586 is also false: “This statement in the General Plan indicates that pedestrian trails maintained by the City of Phoenix are used for transportation and thus not primarily recreational”. This statement is a generalization which is incorrect.

It is clear that these trails in the Preserve are not used for transportation and are strictly recreational.

I request that these trails be inventoried, assessed and given a full Section 4(f) impacts analysis as to the visual and noise impacts of the proposed project on these resources.
I am concerned that the DEIS does not address the secondary impacts of the freeway on local traffic in Ahwatukee.

The discussion on induced traffic in Chapter 4 p.4-168-169 is primarily a discussion on the traffic offsets (which the City of Mesa and Scottsdale experienced with the opening of the SR 101L and SR 202L) and the elimination of traffic congestion for the W59 Alternatives. This “analysis” only states how it relieved traffic on arterials in Mesa and Scottsdale. This is accurate for Laveen where the freeway is not replacing an arterial and will provide additional mobility.

This comparative is irrelevant for the E1 Alternative where the proposed SR202 is replacing a major arterial (Pecos Rd) and eliminating access to another collector (32nd St). Pecos Road currently provides access for residents west of Desert Foothill Parkway and east of 40th Street to Desert Vista High School and Akimel Middle School. With the elimination of the 32nd Street access from Pecos Rd/SR 202, the traffic volumes will adversely impact Chandler Blvd and neighborhoods adjacent to the schools. The proposed SR202 will promote cut through traffic in the Lakewood community (directly east of the schools) and to the west via Liberty Lane (west of 24th Street) as residents try to access the schools on Liberty Lane without the use of 32nd Street via Pecos Road. Elimination of access south of these schools will lead to increased congestion on Chandler Blvd as students/resident reroute their travel to get to the schools. The increased use of the Pecos Rd/24th Street exit will also lead to increased congestion and cut through traffic as student are funneled to 24th Street exit to access Akimel Middle School and Desert Vista High School. Additionally, cut through traffic may choose to use Liberty west of 24th Street to get to the schools. This will contribute even further to local congestion and cut through traffic as there are already two primary schools operating on Liberty Lane (Keystone Montessori and Sierra Elementary).

This will cause further traffic congestion because of the decreased speed limits and increased AM traffic from working residents leaving the neighborhoods.

A traffic study should be conducted to evaluate the impacts on local traffic from the proposed South Mountain 202.

The determination to not include an interchange at 32nd Street was made in coordination with the City of Phoenix (see Figure 3-8 on page 3-15 of the Draft Environmental Impact Statement). The interchange would have required the displacement of over 100 homes and would have been located near an existing high school. The City recommended that, based on these impacts, the interchange be removed from the study. In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system, including the shift of access to Foothills Reserve and Calabrea from Pecos Road to Chandler Boulevard. The City study found no adverse effects on the local street system from the freeway (see Appendix 3-1 in the Final Environmental Impact Statement).
From: Michelle Thompson  
To: ADOT  
Subject: FW: Support to Build the South Mountain 202 Freeway  
Date: Friday, May 17, 2013 2:20:18 PM

Michelle Thompson  
Senior Community Relations Officer  
1655 W. Jackson St. MD: 126F  
Phoenix, AZ 85007  
602.316.4057  
azdot.gov

From: Roc Arnett [mailto:rarnett@evp-az.org]  
Sent: Friday, May 17, 2013 1:33 PM  
To: Projects  
Subject: Support to Build the South Mountain 202 Freeway

The South Mountain 202 Freeway should be built ASAP. Please report my support.

Roc  
Roc Arnett  
President & CEO  
East Valley Partnership  
Office: 480-834-8335 Ext. 202  
Cell: 602-999-3444

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Federal regulations stipulate that an environmental impact statement shall include several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

### Purpose and Need

Although the region’s freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22).

Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.

### Alternatives

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

### Air Quality

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

### Health Effects

### Biology, Plants, and Wildlife

<table>
<thead>
<tr>
<th>Code</th>
<th>Issue</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Alternatives, No-Action (No-Build) Alternative</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.</td>
</tr>
<tr>
<td>2</td>
<td>Alternatives, Nonfreeway Alternatives</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Purpose and Need</td>
<td>Although the region’s freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.</td>
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<tr>
<td>4</td>
<td>Alternatives</td>
<td>Federal regulations stipulate that an environmental impact statement shall “rigorously explore and objectively evaluate all reasonable alternatives” (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the Regional Transportation Plan and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.</td>
</tr>
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<td>5</td>
<td>Air Quality</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.</td>
</tr>
<tr>
<td>6</td>
<td>Health Effects</td>
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<td>7</td>
<td>Section 4(f) and Section 6(f)</td>
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<tr>
<td>8</td>
<td>Biology, Plants, and Wildlife</td>
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Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.
Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov

From: Freddy Arteaga [mailto:freddyarteaga@cox.net]
Sent: Saturday, July 06, 2013 1:02 PM
To: Projects
Subject: South Mountain Freeway 7-06-13

While I was employed as a Hydrologist with the Gila River Indian Community (GRIC),
major South Mountain drainage issues flared up. The Ahwatukee southerly flows had been diverted
to a concentration point impacting the El Paso natural Gas pipelines within
the GRIC Farmlands. During this time (1993-1995), ADOT was busy preparing the South Mountain freeway alignment.
It seemed to me that a useful plan creating benefits for the State and GRIC
was to route the purposed freeway along the Queen Creek Wash,
within the GRIC, and north of the Gila River. This would utilize unusable lands bordering the wash.
By aligning the wash and superimposing the freeway on top of the Wash, the route would be
beneficial to everyone. This implies the Tribe was made aware of the benefits of using unusable land and deriving fees for
such use. Several factors were obvious — ADOT staff could not bring about such a proposal
without internal approval. Secondly, no one within the tribe could submit such
an idea without the entire Council approving the idea. Thus, both sides would need concurrent approval to engage in such a proposal.
That is not a simple matter and thus a valuable alternative was never submitted.
Years later (2000), I worked for ADOT as a Project Manager (Local Govt. Section)
and acquired a better understanding of how ADOT approaches these complex issues.
A proposal to depress the freeway (Republic July 6, 2013) within its current alignment would not be
necessary.

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

1

Alternatives,
Gila River Indian
Community
Alignment

2

Drainage

Pecos Road drainage is designed as a pass-through system. In other words water is allowed to drain along its natural existing pathway underneath the freeway and to Gila River Indian Community land. If an action alternative were to become the Selected Alternative, the E1 Alternative would be constructed aboveground and the existing culverts would extend to pass drainage under the freeway. Pecos Road currently has numerous existing culvert crossings. Doing so would ensure that there would be no adverse flooding impacts to adjacent properties. (See Draft Environmental Impact Statement pages 3-18, 4-98, and 4-107.)
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<th>Comment Document</th>
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Freddy Arteaga P.E.
Hydrology Support Services LLC
3309 S Hazelton Lane
Tempe, Az 85282
ph: 480 - 839 - 4015
Cell: 602 - 295 - 1343
freddyarteaga@cox.net

Freddy Arteaga
3309 S Hazelton Lane
Tempe, Az 85282
ph: 480 - 839 - 4015
Cell: 602 - 295 - 1343

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<th>Code</th>
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<tbody>
<tr>
<td>1</td>
<td>Sashanka Ashili</td>
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<tr>
<td></td>
<td>Document Created: 5/24/2013 12:15:42 PM by Web Comment Form</td>
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<tr>
<td></td>
<td>I support Loop 202 South. We need development in this area</td>
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<tr>
<td>1</td>
<td>Krishna Aashili</td>
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I completely support Loop 202 South freeway extension. We need more development in South mountain area

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<td>Comment noted.</td>
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</table>
From: Shashi [mailto:sashili@yahoo.com]
Sent: Friday, May 24, 2013 10:18 AM
To: Projects
Subject: ADOT Loop 202 South

I support building the Loop 202 South. I am a home owner in Laveen and we need development in this area.

Shashank Ashili
480-286-6880

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I am expressing my opposition to the construction of the 202 South Mountain extension. There should be more effort put into public transportation infrastructure such as more light rail routes and efficient bussing system.

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</tr>
</tbody>
</table>
Thank you,
Felicia Beltran
Senior Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-319-7709
azdot.gov

Art Atonna, Phoenix
artjunque@msn.com

I was a member of the Transportation Board between 1983 and 1989. The South Mountain Freeway alignment was placed on all public materials produced by the Department before and after the 1985 bond election and again before and after the bond renewal election twenty years later. Ahwatukee-Foothills is a much different place now than it was in 1985. Then there was the Warner-Elliot Loop, jackrabbits and little more. Therefore, there is more pressure brought to bear when discussing the South Mountain Freeway now than there was initially. Initially, no churches or homes were in the way of construction. Now there are both. However, the need for the freeway now is as great or greater than planners would have anticipated in 1985. That is the reality that must lead to one conclusion: the freeway must move forward and must be built as originally planned.

Individuals will be displaced and hurt by a freeway build but overall the freeway will become a major benefit to the whole Valley. Anyone who travels I-10 will welcome the congestion relief from large trucks. Anyone who plans our freeway road repairs will appreciate the lessened pressure on maintenance from so many heavy 18 wheelers. The occasional rush hour closures and delays from not too infrequent accidents involving 18 wheelers will decline. Granted, ideally a positive vote by the Tribe allowing the freeway to be built on its land (like the 101 through Scottsdale) would have been ideal, but it’s their land and they have said “no.” That’s reality and the remaining option must proceed. Talking and arguing time has gone far beyond what is constructive.

By the way, I lived in Cochise County when I was on the Board in the 1980’s. For the past 23 years I have lived in Ahwatukee-Foothills. Our community will be enhanced, not unduly harmed, by the construction. I support moving forward with the design and building of the South Mountain Freeway.

Art Atonna, Phoenix
artjunque@msn.com

Comment noted.
Building the South Mountain Freeway would be of great benefit for both the Valley and the State of Arizona. We will see immediate impact from the jobs that this freeway will create and will ease the I-10 of the congestion that it sees today when it is completed. Let's build it.

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</table>
From: Timothy Ault [mailto:tim.ault@asu.edu]
Sent: Wednesday, May 22, 2013 2:31 PM
To: Projects
Subject: Please build the south mountain bypass freeway

Hello,

I'm here to voice my support (via email) for the construction of the SM I-10 bypass freeway because the benefits truly outweigh the costs, especially over the long haul.

By reduced congestion/traffic on the current I-10 corridor with the bypass in place, the realized benefits would be:

1. Less fuel consumption, including the interstate truckers, benefits both locals and out of towners with their discretionary income
2. Less accidents/bodily injury, especially since the big rigs would be concentrated on the bypass (when the big rigs have traffic accidents, the whole freeway shuts down, evident of some recent spills on the phoenix freeways)
3. Less need for freeway construction expansion of the current I-10 corridor through Phoenix, which would cause additional traffic delays, increase traffic congestion, accidents, etc
4. Usually there would be a negative economic $$ impact as traffic congestion increases (people don't want to deal with traffic delays)

This benefits positively affect the quality of life, consumer spending (going shopping instead of I'll stay home because I don't want to be stuck in traffic), reduced government spending on maintaining the freeways and dealing with the accidents, and less use of fuel while crawling in traffic. Hopefully the project will be approved and we will see the benefits once this segment is completed. Regards.

Timothy Ault

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**TELEPHONE CONVERSATION RECORD**

**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

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<td>5/20/13</td>
<td>1:24 PM</td>
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</table>

**CALLER:** LAURIE AUSTIN  
**CALLER ADDRESS:** 102 EAST WAGONWHEEL DRIVE, PHOENIX, ARIZONA 85020  
**PHONE:** 

**EMAIL:**

**CALLER REMARKS/QUESTIONS:**
Ah yes, I support the South Mountain Freeway.
I am curious as to what consideration was given to including a multi-use bike/ped trail alignment within the freeway ROW. This would incorporate "multi-modal" aspect of ADOT's responsibilities into the project. Looking at the draft drawings, it would likely be very easy to incorporate a multi-use path on the south side of the freeway along the eastern alignment, connecting with the residential neighborhoods through standard street alignments. The western section would be more complex, but developing an onramp/offramp system along with but separated from the freeway on and off ramps and continuing the multi-use trail main line under those ramps to eliminate conflicts with vehicles would be the likely be the most economical way of doing that. This would provide a great benefit to the areas immediately adjacent to the freeway for recreation and transportation, and connect the neighborhoods directly with the western edge of South Mountain Park. I know many people from Tempe and Mesa who would ride their bikes to South Mountain on Silent Sundays if it weren't so dangerous to ride on the local streets in the area; this would be a great opportunity to provide 365-day access to a safe, reliable transportation/recreation corridor for bicyclists and pedestrians, as well as access to the park that would reduce the need for regional automobile travel.

As or even more important than a multi-use path within the freeway alignment is the bike/ped access at the interchanges. What steps would be taken to create a SAFE and COMFORTABLE crossing of the freeway for persons walking or biking along the arterial streets, and how would that be an improvement over existing conditions at other freeway crossings? Thank you very much for taking the time to be sensitive to and aware of the multi-modal potential of this extremely large public works project.

The study has considered concepts for parallel multiuse paths; however, the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Draft Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.
Dear Sir or Ma’am,

My name is Anthony Avery and I am a concerned citizen residing at 6262 East Brown Road Unit 49, Mesa, AZ 85205 who feel like the Loop 202 extension through South Mountain will be a hazard to our environment and our standard of living. It has been demonstrated time (link to academic study through summary portal) and time again that adding freeway lanes only exacerbates the prevalence of suburban sprawl and contributes to traffic congestion, rather than the stated goal of relieving said congestion.

That being said, there is one addition I did not see at the exhibition at the convention center that would make me shift my support from opposing the construction of the South Mountain Freeway to supporting it, and that is a parallel bike facility. Early in 2012 I had the following conversation with your Twitter agent: Me: @ ArizonaDOT: You know what would be a cool project/job creator? Grade-separated bike trails along freeway alignments! @ArizonaDOT So, we have them in a few locations – in fact, there is one under construction in North Phoenix along the CAP. Me: @ArizonaDOT awesome! I know some underpasses. Any plans to design them into freeways? Would love to take 202 downtown 2 work via bike 4 example. Them: @TripleAvery Oftentimes, @ArizonaDOT awesome! I know some underpasses. Any plans to design them into freeways? Would love to take 202 downtown 2 work via bike 4 example. @ ArizonaDOT: Oh definitely. Let me re-phrase: Does ADOT have any funds allocated to build bike lanes in FWY ROW? Or at all? Is it possible?... No response. What I was trying to articulate, and apparently couldn’t, was exactly what I had seen on I-70 from Grand Junction to Denver, Colorado. If this were to be implemented, and the South Mountain Freeway be researched and included as a true multi-modal corridor, I would be more willing to lend my support to the project. Thank you very much for your consideration on this much contested issue. Because it clearly was unable to articulate what I was referring to, what I had seen on my trip to Denver should articulate what my words could not: I-70 trail.

Thank you for taking the time to respond to this very important e-mail as the South Mountain Freeway decision is one of the most important decisions that will be made concerning the MSA transportation options in the foreseeable future.

Sincerely,

Anthony A. Avery

Sincerely,

Anthony A. Avery
6262 East Brown Road Unit 49
Mesa, AZ 85205
480-280-8471
aaavery1@gmail.com

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

Although the region’s freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22).

Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at intersections. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.

The study has considered concepts for parallel multiuse paths; however, the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.

Sincerely,

Anthony A. Avery

Sincerely,

Anthony A. Avery
6262 East Brown Road Unit 49
Mesa, AZ 85205
480-280-8471
aaavery1@gmail.com
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Because I clearly was unable to articulate what I was referring to, what I had seen on my trip to Denver should articulate what my words could not (see the location of the bike lane on the diagram located about 1/4 of the way down the page): http://www.fema.dot.gov/publications/public/roads/9on/9on4.chm.

Thank you for taking the time to respond to this very important e-mail as the South Mountain Freeway decision is one of the most important decisions that will be made concerning the DMA transportation options in the foreseeable future.

Sincerely,

Anthony A. Avery
6262 East Brown Road Unit 49
Mesa, AZ 85205
480-280-0471

aaavery1@gmail.com

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From: Projects
To: ADOT
Subject: FW: Pro-South Mountain Freeway
Date: Friday, June 21, 2013 3:27:09 PM

From: Aaron Avila [mailto:azhikeravila@gmail.com]
Sent: Friday, June 21, 2013 1:57 PM
To: Projects
Subject: Pro-South Mountain Freeway

Please build this freeway. The hazardous waste argument is fear mongering and the lost of bike trails is laughable. South Mountain Park, the largest in the country is just to the north, ride or run there.

Build it and save traffic issues on I-10 on both sides of the Valley.

4538 E. Rock Wren Rd, Phoenix, AZ 85044
623-889-4999

... Aaron Avila

"O Sacred Heart of Jesus, I place all my trust in Thee"
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**TELEPHONE CONVERSATION RECORD**

**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

**INCOMING CALL**

**DATE:** 5/18/13

**TIME:** 12:07 PM

**CALLER:** KIM AZINE

**CALLER ADDRESS:** 4801 E ROVEY AVE, PARADISE VALLEY, AZ 85253

**PHONE:**

**EMAIL:**

**CALLER REMARKS/QUESTIONS:**

I support the 202 Freeway.

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The city of Tolleson supports the recommendation of the South Mountain Freeway EIS which recommends the 59th Avenue alignment to connect the South Mountain Freeway to I-10.

Randy Babchuk
City of Tolleson
Parks and Recreation Manager
E23-936-2701 Office
E23-936-9701 Fax

Comment noted.
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From: Projects
To: ADOT
Subject: FW: Loop 202 Freeway
Date: Wednesday, May 29, 2013 1:01:18 PM

From: Mark Babington [mailto:markb@tenaire-bac.com]
Sent: Wednesday, May 29, 2013 12:56 PM
To: Projects
Subject: Loop 202 Freeway

Like it or not and not everybody will be happy with the result but the time for this project to proceed is now. A native Arizonan, I remember all the back lash when the very first freeway was built thru town. What would we do without them now? 2025 will be here before we know it and then where will we be? I vote build it on Pecos it the Gila Indians do not want it on their land.

Pls do not add my email to any lists.

Best regards,
Mark B. Babington, B.S.E.E.
President
Tenaire Inc.
480 894 9175 Phone
480 967 1319 Fax
markb@tenaire-bac.com
tenaire@tenaire-bac.com

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TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

DATE: 5/29/13
TIME: NO TIME DISPLAYED
CALLER: ANTHONY BACCA
ADDRESS: EMAIL:
PHONE: 602-427-7850

CALLER REMARKS/QUESTIONS:
Hello, my suggestion on the 202 Loop South Mountain Freeway Study, I would recommend alternative western option, therefore because we need get coming down Broadway and attaching to the Loop 101 already would be a great idea and plus the valley is growing, 99th Avenue and Broadway is going to be full of homes here soon. Again, W-101 alternative western option. Thank you. Have a good day.

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
Looks Good! Now get it done! No more delays please. You are already 10 YEARS behind schedule and costing the community dearly in time and money going the long way around the mountain from Laveen to SE Phoenix. Please get it finished like we were promised almost 30 years ago.

Comment noted.
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<tr>
<td></td>
<td>Sheila Bacon</td>
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<td>I like it. Please proceed.</td>
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Thank you for giving us an chance to give our comments on the proposed freeway, the visuals are very helpful. The part of the proposed freeway that really concern’s me is the Pecos Rd section of the freeway, specifically the Dusty Lane section. That part of the proposed freeway will cut through one of the best places visually of South Mountain Park. In that part of South Mountain Park, the Gila River Indian Community, Phoenix, and the park all link up in that specific area. From there, one can look west for an uninterrupted view of the magnificent Estrella Mountains. Furthermore, that area contains a jackpot of historical and prehistoric resources that make the Phoenix metro area unique to the rest of the nation. It’s no surprise that the City Archaeologist has spent countless days out there recording archaeological sites. Although we always take pride in our Native American population here in Phoenix, it is quite obvious that there is a clear divide between the reservation and the metro area. We see this every time we commute on the 101, the Santan portion of the 202, and even on Hunt Hwy in Chandler. This attitude toward reservation land on our part must change in order to have a united Phoenix Metro, not just Indian land and non-Indian land. We must start with the way we just push a proposed freeway system with out having a clear understanding of how people who dont have the means to come to these public comments feel about an 8- lane freeway cutting through there yard. Most of these people dont even have access to the internet. In short, there is not much I could say about the portion of the freeway that will run north and south because I’m not very familiar with the area. However, I have been to western portion South Mountain Park, particularly the section where the freeway is going to cut through it, and I’m telling you that the area has too much historical and pre-historic relevance, not to mention the visual beauty, for a freeway to be cutting through there. Also, the Pecos Rd section of the freeway will just be another clear division between Phoenix Metro and the reservation. Just go down there yourself, and take a look towards the Estrellas.
Public Involvement

This study, which began in July 2001, is expected to be completed in 2014. During the study process, community members have had and will continue to have various opportunities to ask questions, express opinions and provide comments about the proposed action (see Chapter 6, Comments and Coordination).

To facilitate public input to the environmental impact statement process, a variety of communication tools were used at major project milestones, including:

- During the EIS process, over 200 presentations were made to community groups, homeowners’ associations, chambers of commerce, village planning committees, trade associations, and other interested parties.
- Eleven formal public meetings were held. Fifteen days prior to each meeting, display advertising was placed in the Arizona Republic, the Ahwatukee Foothills News, the Gila River Indian News, the East Valley Tribune, La Voz, and the West Valley View. Total distribution was approximately 260,000 newspapers per formal meeting.
- One meeting notice flier and four newsletters were distributed throughout the Study Area in the following quantities (per distribution per meeting): 28,500 door hangers, 5,000 inserts in the Gila River Indian News, and 28,000 inserts in the Ahwatukee Foothills News. In addition, newsletters and fliers were sent to over 4,500 individuals on the project mailing list.
- The November 2008 project newsletter was mailed to 78,700 businesses and residences in the Study Area and to 3,300 individuals on the project mailing list.
- The February 2010 project newsletter was mailed to 62,400 businesses and residences in the Study Area and to 3,600 individuals on the project mailing list.
- A project Web site was developed to provide the public with project information and obtain feedback. Approximately half of comments received were submitted electronically through the Web site’s online survey or e-mail. Over 5,000 comments have been received by the project team.
- Since 2002, the Arizona Department of Transportation has worked with a South Mountain Citizens Advisory Team, representing various stakeholder groups in the South Mountain Freeway Study Area including Districts 4, 6, and 7 of the Gila River Indian Community and the Interstate 10/Pecos Road Landowners Association. The group met regularly to review environmental and technical data, discuss the interests and concerns of their respective organizations, and to help find a consensus solution for this proposed project. The general public was welcome to attend each one of these meetings. There also have been various community meetings throughout the course of this study. For a listing of the past South Mountain Citizens Advisory Team and community meetings, visit <azdot.gov/southmountainfreeway/meeting_notices.asp#communitypast>.
- Additionally, individual members of the community had an opportunity to review the Draft Environmental Impact Statement, attend the public hearing, attend the forum held at the Komatke Boys & Girls Club in District 6 of the Gila River Indian Community, and provide comments to be included in the Final Environmental Impact Statement.
Hello

I would like to start by saying I am excited about an alternate route to the NE side of town. I currently work in Chandler and it takes me about 50 minutes to get to work each way. I think my first option would be the W101 Alternative because west side residents will not have to travel far to get to the interchange; specifically the central or west interchange. I think as we improve our freeways in AZ, businesses will be willing to expand to West valley.

Thanks

Carissa Bailey-Wade
From: Projects
To: ADOT
Subject: FW: Build the South Mountain Freeway
Date: Tuesday, May 14, 2013 9:36:28 AM

-----Original Message-----
From: Neal Baker [mailto:jetblast19@yahoo.com]
Sent: Monday, May 13, 2013 10:04 AM
To: Projects
Cc: info@buildthe202.com
Subject: Build the South Mountain Freeway

I support the South Mountain Freeway!!
Sent from my iPad

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<tr>
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<tr>
<td>1</td>
<td>Safety and Health</td>
<td>Detecting the fungus responsible for valley fever in soils is not practical at this time. However, to reduce the amount of construction dust generated that could carry the fungus, particulate control measures related to construction activities would be followed. The following mitigation measures would be followed, when applicable, in accordance with the most recently accepted version of the Arizona Department of Transportation Standard Specifications for Road and Bridge Construction (2008). Prior to construction and in accordance with Maricopa County Rule 310, Fugitive Dust Ordinance, the contractor shall obtain an approved dust permit from the Maricopa County Air Quality Department for all phases of the proposed action. The permit describes measures to be taken to control and regulate air pollutant emissions during construction (see page 4-173 of the Final Environmental Impact Statement).</td>
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</tbody>
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From: Richard Baker [mailto:rgbimail@gmail.com]  
Sent: Monday, July 01, 2013 8:06 PM  
To: Projects  
Cc: Councilman Sal DiCiccio  
Subject: ADOT Loop 202 South Mountain Freeway Study

How will ADOT ensure that residents that live around/near the Loop 202 South Mountain highway extension won’t be infected by the sometimes deadly valley fever fungus? This disease is caused by the dispersal of fungal spores when the soil is disturbed. Highway construction is one of the means by which this dispersal can occur.

Recently a federal court ordered the removal of up to several thousand inmates out of two California state prisons...

The court judged that these individuals were at risk for getting severe infections or worse due to valley fever. Apparently, 36 people with this fever died over the past 6 years.

How many valley fever infections does ADOT judge to be an acceptable risk for building the Loop 202 South Mountain freeway? I wonder. Personally, I haven't heard or read how ADOT and the State of Arizona plans to address this issue.

Respectfully,

Richard Baker  
3216 E. Ashurst Drive  
Phoenix, AZ 85048
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<tr>
<th>Code</th>
<th>Comment Document</th>
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<tbody>
<tr>
<td>1</td>
<td>This is a much needed freeway! You have my complete support!</td>
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Document Created: 7/15/2013 11:31:22 AM by Web Comment Form

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<td>1</td>
<td></td>
<td>Comment noted.</td>
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From: Projects
To: ADOT
Subject: FW: 202 freeway
Date: Monday, May 20, 2013 8:32:27 AM

-----Original Message-----
From: Norman.V.Balderrama@wellsfargo.com [mailto:Norman.V.Balderrama@wellsfargo.com]
Sent: Saturday, May 18, 2013 7:51 AM
To: Projects
Subject: 202 freeway

This is a must in our south mountain community. Norman balderrama
Thanks,
Norman Balderrama
Las Avenidas Market President
(602) 378-1259

This message may contain confidential and/or privileged information. If you are not the addressee or authorized to receive this for the addressees, you must not use, copy, disclose, or take any action based on this message or any information herein. If you have received this message in error, please advise the sender immediately by reply e-mail and delete this message. Thank you for your cooperation.

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<tr>
<td>1</td>
<td>I favor the W101 plan because it makes the most sense as an extension of the current 101 Loop.</td>
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<tr>
<td>1</td>
<td>Alternatives, W59 Alternative Versus W101 Alternative</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.</td>
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</table>
CALLER REMARKS/QUESTIONS:
And I support the South Mountain Freeway. Thank you.
From: Jeff Banker [mailto:jbanker@bankerinsulation.com]
Sent: Wednesday, May 15, 2013 9:48 AM
To: Projects; info@buildthe202.com
Subject: I support building the 202

To whom it may concern,

I believe this project should be approved for many reasons. The studies that have been done show that this project delivers the most "bang for the buck" and in today’s economy that is important. Along with relieving serious traffic issues this project will create many needed jobs and help boost the local economy.

Regards,

Jeff Banker
Banker Insulation, Inc.
602.273.1291 Office
480.553.9537 Fax
www.bankerinsulation.com

Comment Document

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MR. BANYAI: James Banyai. My concern is the lack of alignment of the northern portion -- northbound portion, southbound portion with the 101. And I understand it's not even being talked about anymore. They say, oh, it's still on the table, but nobody's addressing it. That's a concern. I think that's going to be the biggest congestion in the whole mess. It's doubling the traffic flow through there and it's doubling the cost because you've got two T intersections and they're huge, both of them.

We're extending the 101 directly south and then bringing it over would make a lot more sense and it would be a loop. Right now it's not a loop. It's two Ts. That would be, I don't know, four miles or so of congestion. People trying to get to Los Angeles and back are going to be slowed down even more than they are today. People coming north have to swing east and then south, and that common area they're fighting the northbound or fighting the southbound traffic trying to get onto I-10. So to me it's a very poor choice as far as alignment. And I probably won't be around to see it. I'm 72 years old right now, but I think that's a major flaw in what I see today.

The other one would be -- I guess I don't

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

2 Design The proposed connection to Interstate 10 (Papago Freeway) would include substantial improvements (widening) along Interstate 10 to allow traffic to and from the South Mountain Freeway to enter and exit the Interstate 10 main line smoothly (see page 3-48 of the Final Environmental Impact Statement).
1 quite understand -- ignoring of working with the
2 Indian community to put the -- at least half of the
3 eastbound portion south of South Mountain on the
4 other side of the power line easement. Just run the
5 power down the center, half of it at least on Indian
6 land.
7 And I think as far as the Indian
8 community would be the least affected -- least impact
9 on them. They'd lose some farmland, but it's a lot
10 different than losing mountains, the corner of South
11 Mountain, and the noise would be alleviated somewhat
12 to South Mountain people.
13 But, you know, our wonderful planners
14 have not established firm right-of-way plans early
15 enough to make a difference, and that's why it's so
16 expensive. I'm disappointed in the political aspects
17 of that, I guess.
18 I think the 101 extension should have
19 gone between the border of Tolleson and is it
20 Avondale? And I realize it's been hard on those
21 communities, but people built in the way of it
22 thinking that for years, and it's kind of an impact
23 that they devised themselves. And they could join
24 with Laveen and join together and make common
25 communities, not little provincial states. So that

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
kind of argument is apparently fallen by the wayside.
I'm sorry to see that. That's all I have to say.
(The proceedings concluded at 2:00 p.m.)
### TELEPHONE CONVERSATION RECORD
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Caller</th>
<th>Caller Address</th>
<th>Phone</th>
<th>Email</th>
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<tbody>
<tr>
<td>5/16/13</td>
<td>11:14 AM</td>
<td>CYNTHIA BARAZA</td>
<td>118 WEST PUEBLO AVENUE, PHOENIX, AZ 85041</td>
<td>602-276-3534</td>
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**CALLER REMARKS/QUESTIONS:**
I am in support of the South Mountain Freeway. Thank you.

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

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

Okay. Thank you very much.

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

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

That’s it.

MR. BAREHAND: My name is Harlan Barehand.
I’m from the Gila River Indian Community. I’d like to
thank ADOT for finally listening to us and not putting it
on the Reservation. I just got through seeing a video
next door; it was beautiful. I think it works out fine.
1 It's not on the Reservation at all. It boundaries to it
2 but that's about it.
3 The only comment that -- you know, since
4 we didn't want it on the Reservation, it would be nice to
5 have some egress onto the freeway on the Reservation
6 areas especially between 40th Street and the curve all
7 the way around to 51st Avenue. That's about it.
8 And also I hope that the tribe, the Gila
9 River Indian Community, will take advantage of this
10 opportunity. And since they don't want to have -- the
11 whole reason that we didn't want to have the freeway on
12 the Reservation is because we would have no control over
13 it. We want control over things that happen on the
14 Reservation from here on out.
15 It wouldn't have been -- it would have
16 been fine if they would have put it on the Reservation,
17 but we had no control over it. This way, if we put our
18 own roads close to the freeway so we can get on the
19 freeway easily from the Reservation side, that would be,
20 I think, our next move for the Council to consider it.
21 That's what we're going to submit to the Council meeting
22 tomorrow morning.
23 I think this is great. I'm really happy
24 with it. I'm happy that we don't have to vote on it a
25 fifth time, vote on it on the Reservation for what would

Federal law prohibits the denial of access to any community. Thus, traffic
interchanges would be located along the freeway where it borders the Gila River
Indian Community (see Final Environmental Impact Statement page 3-51).
Roadway connections on Gila River Indian Community land to the traffic
interchanges would be the responsibility of the Gila River Indian Community, in
coordination with appropriate jurisdictions.
be their fifth time. Four times we said no and they
still want to bring it up. I think it’s just the
landowners that want to -- that are standing to make a
lot of money off the freeway. It’s not but a handful of
them. I’m one of the handful. I would make a lot of
money off of it.

I also realize that the land is more
important itself because I need to keep that within my
family to hand down to my children and their children, et
cetera, et cetera. If we do it this way, we would lose
it forever. They’d never have it. And it just decreases
our Reservation by a thousand acres. Originally our
reservation went down to Van Buren Street. You can
imagine all this land all the way across we lost all to
the City of Phoenix.

What have we got for it?
Nothing.

It wouldn’t have done us any good the way
they had everything set up. They had nothing for us to
really build any businesses next to the Reservation.
They really didn’t consider Indians. The cost of having
exits put on was their argument, it would cost too much
to have all the exits. But they here to serve the
traffic problem and that was it. I just remember the
first meeting they had when they said that we have a
traffic problem. ADOT said, "We have a traffic problem."
When it was my turn to speak, I said, "No you have a traffic problem. Gila River does not have one. We didn't have a transportation problem. We have no transportation problems."
But I just want to say, thank you very much for the Arizona voters for not putting it on the Reservation. I thank you very much for ADOT to finally come to the decision to put it on the boundaries to it. I think that works out well. And I've seen the video; it's beautiful; it's gorgeous. Laveen will benefit big time and so will the Ahwatukee community, too, I think.
As far as the Gila River is concerned, we have a long ways to go to develop our own. Until we have complete control, we have to work on our own Tribal Council and people that we elect in our districts. Since all this money thing waged with the casino and all, it has really changed quite a lot of attitudes for a lot of people. I think that when our people become more educated, we can start handling our own real estate, our own financial affairs, our own businesses and so forth, then we can step into those shoes. Then we can start dealing with it. We can have our own economy boost.
As it is, I'm pretty sure we're still probably at poverty level, a third-world country even
though we’re right next door until we and our kids and
our people realize that we can make bigger strides if we
apply ourselves and our children and not be afraid to
stand in places where we need to stand up. That’s about
it.

Thank you very much.

MS. FORGY: My name is Janet Forgy. I
have lived in Laveen area, the 67th Avenue and Baseline
subdivision, Laveen Meadows, for about six years in
November. And I can tell you we desperately need to have
this 202. It’s imperative. It’s like we’re out in the
boondocks. Businesses are not developing. We have to go
five miles to get to I-10, that’s the shortest distance,
five or 13 miles to get to an interstate.

I-10 is like a parking lot sometimes.

There’s no development of businesses. I mean, there’s
nothing. We need that desperately, and so I strongly
encourage the 202 to be developed as soon as possible
without any delays cause we definitely need it.

UNIDENTIFIED SPEAKER: One of the things I
want to stress is that when I purchased my house in
November of 2007 I saw the possibilities of development
and I was assured that it was going to be developed. It
subsequently has not. As a matter of fact I understand
because of the economic situations, things had a way of
4 tribes in Southern Arizona, being Tohono O'odham, Ak
2 Chin, Salt River Indian Community, culturally it affects
3 them and is disgusting to see how this is still being
4 pushed forward.
5 THE FACILITATOR: Thank you.
6 If anybody else who has not registered would
7 like to speak at the hearing, please make sure that you
8 register at the registration desk and then come before
9 us.
10 If you need additional time, please, if you
11 would like to make additional comments, please give your
12 comments to the court reporter. Thank you.
13 Harlan Barehand.
14 MR. BAREHAND: Good morning, sirs. Thank you
15 for the opportunity to come and speak with you this
16 morning. I am Harlan Barehand, I'm registered with the
17 Gila River Indian Community. Thank you very much for not
18 putting it on our reservation, we appreciate that very
19 much. I hope that it will stay off our borders and into
20 the Ahwatukee and the Laveen area. And I think that we
21 can benefit financially through them, but our reservation
22 as it is is very small and we cannot afford to lose any
23 more land as it is. And history tells us that the
24 original Gila River boundaries is Van Buren on this side,
25 so you're asking for Gila River land, but that's history.

Page 21

Driver and Nix Court Reporters – (602) 266-6525
www.drivernix.com
I came here primarily because I understood that
the freeway was going to make a loop and enter our
reservation at Pecos Road, and my niece just told me that
I was mistaken, that it's not going to, that it is going
to stay on Pecos Road, so my presentation is really
ineffective and has no balance as to -- like I said, my
whole thought is to not put anything on the reservation,
because we cannot lose any more land, and I congratulate
you on the wise decision not to put it on the Ahwatukee
side, and I think that'll be best for everybody and speed
up the process of the freeway and so forth. And I thank
you very much, and that's all I have to say. Thank you.
## Health Effects

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

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<td>Health Effects</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <em>Responses to Frequently Submitted Public Comments</em> beginning on page B733 of this appendix.</td>
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1 commute. Thank you.
2 THE FACILITATOR: Thank you.
3 The next speaker, could you use this microphone, please. Thank you, ma'am.
4 Raven Barehand.
5 As we're waiting for the next speaker, I'd like to remind you to refrain from clapping or making comments regarding any speaker's position on any of this out of respect for their position.
6 Ms. Barehand, you can use this microphone here.
7 You have three minutes, the timer is here in front of you. You may begin.
8 MS. BAREHAND: Okay. Hi, my name is Raven
9 Barshand, I live over there in Laveen and Konatke in the Hillcrest area. One thing I'd like to say is that that freeway would steal the blue from the Estrella Mountain range. It's a brilliant blue, it's a brilliant, cobalt blue or very bright blue. There's no other mountain around here that is that blue as that mountain, and on days when there is a lot of smog that comes in from Phoenix, that mountain turns gray. And so I know that it would cause more emphysema, a lot of people don't want it but the thing is it would cause a lot more sicknesses to come to that area.
10 I know that the people who were pushing to have
I don’t think that’s really necessary. They can even do a smaller, two-lane or something that wouldn’t cause so much traffic that would bombard, and it would be there would be too much air pollution with an eight-lane freeway.

And so those are the points I wanted to make, and I know -- I am hoping that this doesn’t go through, especially because we’re trying to break a lot of rules to get it passed and hold back the studies and lying and moving information around; that just shows that they’re shady, there’s something wrong with that, there’s something very wrong with what they’re trying to do in passing that eight-lane freeway. So that’s everything I have to say and I appreciate, you know, you having this chance to have this discussion and have us talk about it.

Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com
1 forum open, so no build. Do not build Loop 202. Thank you.

THE FACILITATOR: Thank you.

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

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

Ruben Gallego.

MR. GALLEGOS: Hello.

THE FACILITATOR: Mr. Gallego, you have three minutes, here's the timer. Please begin.

MR. GALLEGOS: Thank you. My name is Ruben Gallego. I'm a resident of South Mountain, I live right next to the mountain, I'm also the state representative for the area that would be impacted by this freeway. I represent the Laveen area, South Mountain, Gila River Indian Community, as well as portions of the west side of Phoenix. I'm here in support of the 202 highway, not only as a resident, but also as a representative of the people in the district. For years I've been hearing about complaints in terms of traffic and traffic congestion. A lot of the jobs that are currently being
THE REPORTER: Please state your name.

MS. BAREHAND: Raven Barehand.

My first thought is, you know, instead of an eight-lane freeway, why not have a four-lane freeway in the style of the Maricopa Freeway? That's one thought. That way the people who are concerned about the animals that might lose access to that area, they can run across, you know, they'll chance it just like they do with the freeway now, but at least they get across to their different territories.

And the four-lane freeway wouldn't attract the constant, you know, there would be -- it wouldn't be such a draw of so much traffic, because you can see the Maricopa Freeway and even though there's a ton of traffic, they use that Maricopa Freeway, and it's -- it gives them space. It's not just congested all the time. And so that's my thought on that.

And the other thought is the money that they would save on building an eight-lane freeway with all that concrete laying and everything, they could just build a wall to shield the people in District 6 in that housing development and the hospital from the noise. They could plant a lot of

The concept of building a four-lane freeway would be similar to an alternative that was considered, the Arizona Parkway. In the best-case scenario, a parkway would carry approximately 105,000 vehicles per day, well below the average daily traffic on the proposed freeway, which would range from 117,000 to 190,000 vehicles per day (see Final Environmental Impact Statements page 3-19). As a result, the Arizona Parkway would lack sufficient capacity to meet projected travel demand. The Arizona Parkway would not adequately address the projected transportation system capacity deficiency, would not remove a sufficient amount of traffic from arterial streets, and, therefore, would not meet the project’s purpose and need. For these reasons, the Arizona Parkway was eliminated from further consideration.

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
trees to kind of offset the carbon dioxide and, you know, have reminders about updating your vehicle along the sides. And the ecological conservation or, you know, when they design the freeway, little information about the animals that live in the area, you know, “Please respect us, we live here too,” you know, just little cute things. I mean, that would be a good education for the people who come through, like visitors. They don’t know the desert animals out here and their habitat and everything. So that would kind of educate on that.

And what else? There was something else. How -- I wanted to know how do we -- because we could put it on the reservation and it’s less invasive and then the tribe people who want money for their land would get, you know, something, and it wouldn’t tear up that mountain. And I was one of the people who said no freeway, no freeway, no freeway, but I changed my mind, because this two-lane freeway of 51st and Beltline, every time I hear those sirens and I know they can’t get through, because that two-lane gets backed up and where there’s 20 cars sometimes. And during the rush-hour traffic, you’ll just see a straight stream of cars, and there’s no way. And then you hear the sirens, and I’m thinking, God, how
1. did those ambulance and fire trucks get through?
2. And then I know throughout the years that
two-lane freeway is too small anyway, it's like a
two-lane freeway, but the oncoming traffic is versus each other. So we've had -- my ex-boyfriend was in a real deadly accident, and they were sober, and it was just the big 18-wheelers that go through and they go really fast. And here it would be like the people who didn't drive that much, and they get scared, people that are slow, and I've been doing it when I was younger and I was a daredevil, and I would get past there and almost get in accidents twice. And that's a dangerous two-lane highway. I know we need another way through here, and I went to the end of the freeway where the freeway ends, and I said, we do -- they're going to build it no matter what, I hope they don't cut that mountain open. And I'm going to have to change my stance to, yeah, build it on the res, because before I was saying we don't owe them any more land, they keep taking little bits and pieces. Because in Ahwatukee, that was Gila River land in the '70s, and my uncle who kind of watches the council's decisions, he said, "When did we give that land away? For what?" And it was our land. The map showed it, and
now it's not our land. And there's no documentation.
And that was before they were really watching.
That's before on the other side, or whatever.
          That's just how I feel.
And it would benefit our businesses a
little bit. I know they were already thinking of
that. I was one who said no freeway, no freeway, no
freeway. Now I'm saying a four-lane freeway, not an
eight-lane freeway, and then something to block the
noise, something to clean the air. Something to let
the animals go through, they just chance it, and
that's it. Those are my ideas.
THE REPORTER: Okay. Thank you very much.
MS. BAREHAND: I was wondering if I could
make another statement.
THE REPORTER: Yes, of course.
MS. BAREHAND: Maybe a program could be
started when -- what we notice on the reservation is
that a lot of people who work in Phoenix will live in
Tucson or in Maricopa, and you know, or Casa Grande,
and they go back and forth. And so maybe people
could get some kind of credit or a tax break for
living in the town where they work. Because they're
taking air out -- bad air out of the, you know, out
of the atmosphere, or tax for fuel efficient
vehicles, some kind of discount, like at the DMV, or something like that, to encourage more people getting the fuel-efficient cars. And so that -- so that will reduce the air pollution and then the travel. So that might benefit -- and then having -- encouraging, I don't know, but through the City of Phoenix, maybe encouraging more job advertisers who list the city they're in or the area they're in. That way people in that area will comply to that area, because they, a lot of times, they don't tell you, so that's just something to benefit the air. And there was something else. I can't remember. I can't remember, but if I remember, I will come back and tell you again.

THE REPORTER: Okay. Thank you.
MS. BAREHAND: Raven Barehand.

It is wrong that they don't have the study available at the Cesar Chavez Library because that is the closest library to the area that would be most impacted on the reservation, the District 6 area, or even the Ocotillo branch is close, that's in the southwest of Phoenix. But all these studies are being made available at three public libraries, and they are all far away.

And that shows that they are doing dirty work, kind of manipulating this whole situation. And it also shows down there on their EIS study they're blatantly lying. There's a part there that says it doesn't do cultural damage, and that is a lie. It shows that they weren't -- they didn't -- they don't have a connection with the people here, and they don't care about the people's culture here, because if they did, they would be talking to all these many voices who keep saying no 202. There's a -- that's our cultural -- that's what we're about, that's our man in the maize, that's Jesus Christ coming back to earth, that's who gave us this O'odham land. And it is a direct attack on our O'odham hemda. Our Pima way of life, our Pima and Tohono O'odham way of life.
We are here still as people with a language, and it's not going to go away. And God will not let this happen. God is on our side. He doesn't like that his mountain is being destroyed. And these are lies and manipulations to give them right-of-way that they've already decided on, that they've already approved. And this is a mockery that we even have a say right here, but we do have a say. We know that they have all these deals in place. The asphalt workers are ready to go, ready to pour. They're already ordering the supplies. They already have this whole plan in place. This is all a farce. And you can tell that they had it all worked out, maybe years ago, because why would they not have the library access for us? In Casa Grande, that Gila River has a, you know, it's available in Sacaton. That's only Sacaton. But they did not put the libraries that are of easy access to the Pima. They make sure it's far away, in places where people who don't even care about this area can access this, but it's not even -- it's at the Burton C. Central Library, but that's only because it's the main library, even that is hard to get to from here. But I just want to say that they left out our cultural information. There is nothing out here
about the Pima and Maricopa tribes. There is nothing
about Gila River on this EIS study. There's nothing
about the culture, the animals, nothing about it. It
is all presented very one sidedly, and that's why
this big, huge eight-lane freeway will not be built.
We can let them put a two-lane level freeway, but
this eight-lane freeway will not be built. I can
speak right now. Yahweh will not let this freeway be
built. That is not happening. It is not going to
happen. No eight-lane freeway is going to be built.
          That South Mountain is not going to be
blasted, God's creation, his cultural marker for this
tribe that goes from south of Flagstaff all the way
down into Mexico is not going to be blown apart, and
that is not the key to destroying my tribe, so that
you can take my people's land in the year 3000, which
is your plan, and I know. I already seen it in the
paper. No.
Thank you for the opportunity to participate in your very well organized Draft South Loop 202 EIS. I have spoken to the panel, gave testimony to the recorder, and entered my written comments. Just because I don’t favor building, as specifically previously stated, the 202 loop, and think that ADOT simply is regurgiting old State Board adoption, does not mean am personally against ADOT. On the contrary, believe ADOT, our state “multi-modal” stated entity CAN do better! Good luck in the best endeavor, ADOT!!

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<tr>
<th>Code</th>
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<tr>
<td>1</td>
<td>Diane Barker</td>
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Federal regulations stipulate that an environmental impact statement shall “rigorously explore and objectively evaluate all reasonable alternatives” (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No-Action Alternative).

The proposed freeway is part of the multimodal Regional Transportation Plan (see Final Environmental Impact Statement page 1-5 for more information regarding the Regional Transportation Plan). The determination of purpose and need for the proposed project includes an assumption that substantial improvements would be made to the Interstate 10 corridor between State Route 51 and U.S. Route 60 (see Final Environmental Impact Statement page 1-13). The Maricopa Association of Governments, in coordination with the Arizona Department of Transportation recently completed the Southeast Corridor Major Investment Study (see <azmag.gov/Projects/>) and developed multimodal concepts for addressing transportation issues in the Interstate 10 corridor. Even with these planned improvements to Interstate 10, the proposed project remains a vital component of the Regional Freeway and Highway System.

### Acquisitions and Relocations

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

### Safety and Health

To reduce the number of freeway accidents and the expenses associated with responding to them, particular attention was paid to safety factors in the design of the proposed freeway. The proposed South Mountain Freeway’s eight-lane section is shown on Final Environmental Impact Statement page 3-58, with discussion and remarks that the freeway would be consistent with the design of other freeways in the region and thereby would improve driver expectancy and safety. The sidebar on Final Environmental Impact Statement page 3-59 discusses the safety features of auxiliary lanes (used at traffic interchanges) for facilitating acceleration and deceleration, thereby reducing potential conflicts with through-traffic and travelers merging onto or exiting from the proposed freeway.

### Alternatives

Alternatives were screened for their (see Final Environmental Impact Statement page 3-3):
- ability to satisfy purpose and need
- ability to minimize impacts on the human and natural environments
- ability to improve operational characteristics of the region’s transportation system
- degree of public and political acceptability
- ability to be constructed within project budget

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The Maricopa Association of Governments, as the region’s metropolitan planning organization, has the responsibility to perform regional multimodal planning. The Arizona Department of Transportation is charged with implementation of the freeway program (of which the proposed freeway is a part) within the Regional Transportation Plan. Similarly, Valley Metro is charged with implementing the transit program within the Regional Transportation Plan.
We do have a light at 67th, which makes it a lot better for us. We didn’t have the light for a long time. But they did put a light in, I guess, about a year or year and a half ago. Which I knew if they did that at the place where we exit from her home, it would make it a lot better too. They don’t have a light there. They have one four blocks down the street. And we can sit there forever trying to get out of there.

And I guess that’s about it for now. That’s all I can think about right now. Oh, except for the infrastructure. They did promise us we were going to have shopping centers and other things to make it convenient for us to live in that area. And they have never materialized. My comments are certainly my own, and they may not be many of the other people’s.

DIANNE BARKER: I am a resident, citizen resident here in Phoenix and have lived in the Valley for over 25 years. I was raised in Ohio, The Buckeye State. And I do want to thank you for this opportunity to be heard and believe I will be considered by ADOT. I am favoring no-build scenario. 40 CFR 1502.4 -- that’s federal regulations -- stipulates that the Environmental Impact Statement, this EIS, be

Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No-Action Alternative).

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While the Interstate 10 Corridor Improvement Study was canceled by the Arizona Department of Transportation, there remains funding in the Regional Transportation Plan for substantial improvements along the Interstate 10 corridor. The Maricopa Association of Governments and Arizona Department of Transportation are initiating a new study to identify short-range improvements and a long-range multimodal framework for the Interstate 10 corridor.
1. children with the status quo, using the exorbitant
2. right-of-way freeway paid the landowners the highest
3. buildout cost. The Arizona legislature has done that
4. to us.
5. Nor should we ignore the many deaths, semi
6. rollovers, and the expensive public responders to the
7. many and frequent crash freeway accidents.
8. Now, what we need is safe, efficient, useful,
9. sustainable, affordable, state-of-art regional
10. connective transportation.
11. And even considering a fast train, high-speed
12. elevated train, from Tucson to Phoenix around this
13. Broadway Curve as a viable alternative.

MANUEL TOPETE: And I live in Laveen, 51st
and Baseline. And I can’t wait for this to happen. As
simple as that.

My only regret is I won’t live to see it.

Just I wish it was already done. I think you should
also hear this, aside from all this bad.

KARIN GRAY: I have been a resident of
Ahwatukee for over ten years, moved here from Texas,
and absolutely love South Mountain. One of the reasons
I moved to that area was to have access to all 15 miles
of the Nation Trail, from one end to the other on South
Mountain, the biggest city park in the United States.
1 family’s safety, if for nothing else, I say yes,
2 let’s do it. And the 59th Avenue Freeway is the one
3 that I would be concerned about.
4 Thank you very much.
5 THE FACILITATOR: Thank you, Ms. Williams.
6 We welcome our next speaker, Diane Barker.
7 Welcome, Ms. Barker, you have three minutes.
8 MS. BARKER: Oh, thank you. And I imagine
9 you’re the ADOT board; is that who I’m addressing?
10 Can I get you to respond? Okay. Now that you
11 notice, I came in with my suitcase. I am a person
12 that believes in [unintelligible]. I have just seen
13 your video, and I’ve read the bulk of your EIS. And
14 I would like to apologize up front if what I have to
15 say offends anybody, but I believe it’s the truth,
16 certainly mine.
17 I favor a no-build. 40 CFR 15024
18 stipulates that the Environmental Impact Statement
19 conducted by ADOT and all will be a rigorous
20 exploration of alternatives to a real problem, need
21 an action herein, of any possible growth in
22 population with socioeconomic viability, as we are
23 one of the USA’s largest and fastest-growing
24 counties, Maricopa.
25 Therefore, completion of the South 202 Loop

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is a regurgitative ADOT state board 1980s idea, out of date of current modes, multi-modalism, certainly defined by MAG's members, department and public deserving safe, efficient, convenient, affordable, state of art, usable, sustainable transportation. Resolution of any real or perceived problem of the region's priority and its plan should be holistic and inclusive of present and future largest pollution and congestion areas in MAG -- in the MAG region, the Broadway curve. ADOT wrongly eliminated I-18 CIS, favoring building Loop 202 south. Why? Is it because the state legislative body still allows the building of public dollars going to right-of-way purchases? For example, landowners have to pay the highest in build-out compensation -- they would receive the highest in build-out compensation for their property when ADOT builds it. These horrible and expensive life-taking accidents that are currently around our I-10 because of our current modes, the rollovers of trucks and so -- and a lot of vehicles, this extends from I-10 to Broadway curve down to Tucson, clutters our freeways, stops progress. I won't accept this. I won't ignore better multi-modal solutions, even high
THE FACILITATOR: Thank you, Ms. Barker,
I'm sorry, your three minutes have run.
MS. BARKER: -- killing the citizens, just
to satisfy old ADOT.
THE FACILITATOR: I'd like to welcome our
next speaker, Travis Hardin.
Welcome, Mr. Hardin, you have three
minutes.
MR. HARDIN: Thank you. To the committee
that sits here today, I'm definitely in favor of this
Loop 202 transition. I believe this is going to do
two major things: One thing that's focused on is the
congestion coming from the Southwest Valley, as well
as the West Valley. I think you free up a lot of
travel time, travel space for those community members
that are in the Laveen area, Tolleson, Avondale. I
think you're going to clear up with this project,
with the proposed being a yes, I think you're going
to clear up more room for retail. I think this
brings a lot of retail opportunity for the Southwest
Valley, and then you also -- you open up areas for
the East Valley to meet with the West Valley. I'm
not a native of Arizona, but you often hear about
people in the West Valley saying they don't know such
TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL
DATE: 5/15/13
TIME: 5:44 PM
CALLER: MIKE BARKLY
CALLER ADDRESS: 
PHONE: 602-633-4287
EMAIL: 

CALLER REMARKS/QUESTIONS:
I am in support of the South Mountain Freeway. I am a native of Phoenix, Arizona and I own a freight forwarding business and I think this would be ideal for our economy. Thank you very much. Bye.

1

Comment noted.
From: Jill Barnard
To: Projects
Subject: Pecos Rd Freeway
Date: Monday, May 27, 2013 12:51:04 PM

I currently reside at the end of Pecos Road in a Woodside housing development. My family moved here to be farther away from the hustle and bustle and to take advantage of Pecos Rd as a route to exercise and stay healthy. We bike ride as do hundreds of people who also enjoy running, rollerblading, and hiking.

I am extremely opposed to building a freeway on the Pecos alignment. This will not only change our ability to have a quiet out of the way place to live, but will ruin our environment, air quality, view and noise level. This would have an impact on our way of life in Ahwatukee.

Please consider other alternatives as hundreds of people will be impacted in a negative way including my family who has lived here for 10 years and plan to stay through retirement.

Sent from my iPad

1. Traffic
The study has considered concepts for parallel multiuse paths, however the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.

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

3. Neighborhood
While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21).

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

5. Air Quality

6. Visual Resources
Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-170 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.

7. Noise
The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
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**TELEPHONE CONVERSATION RECORD**
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

**INCOMING CALL**
- **DATE:** 7/23/13
- **TIME:** 3:49 PM
- **CALLER:** PATRICIA BARNELL
- **PHONE:** EMAIL

**CALLER REMARKS/QUESTIONS:**
I'm a voter, I live in Phoenix, Arizona and I am calling in support of the South Mountain freeway. I have been approved by voters and I am a strong believer that it should be completed as it will help with our traffic congestion. Thank you so much.
From: Projects  
To: ADOT  
Subject: FW: Loop 202  
Date: Tuesday, May 14, 2013 9:46:37 AM

From: Javier Barraza [mailto:javier_b86@yahoo.com]  
Sent: Friday, May 10, 2013 7:00 PM  
To: Projects  
Subject: Loop 202

Lets build it.

Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.
Please do not continue the efforts to extend the Loop 202 around South Mountain from Chandler to Laveen, AZ. Based on the materials provided, I do not agree that the extension would alleviate traffic or provide a vital traffic route around the city. I do believe that the extension would contribute to the degradation of the Valley's air quality, cost the taxpayers too much money and force the relocation of too many businesses and homes. No on 202 extension!

Susan Barrett

Purpose and Need

The proposed freeway is needed to serve projected growth in population and accompanying transportation demand and to correct existing and projected transportation system deficiencies. See Chapter 1, Purpose and Need, in the Final Environmental Impact Statement.

Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22).

Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.

Air Quality

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

Acquisitions and Relocations
From: benandelliesmomma [mailto:benandelliesmomma@gmail.com]
Sent: Tuesday, May 21, 2013 12:22 PM
To: Projects
Subject: South Mountain Freeway (Loop 202)

I want to express my absolute support to get this freeway built. We in Laveen are in need of infrastructure and transportation options... the whole west valley would benefit from greater infrastructure and transportation options that would alleviate congestion and provide better access to the I-10. It is a wonderful opportunity to connect people and places, creating a greater more beautiful community. Please also consider when building this freeway that families and communities would greatly appreciate bike paths, bridges and sound walls that would add functional beauty to all the communities! Please build for our future!!! Thank you.

Amberlee Barricklow

The Arizona Department of Transportation Roadside Development Section is responsible for assigning a wide range of standard treatment applications and wall materials, including color, to noise barriers and other structures. Typically the community where the wall will be constructed would work closely with its City Architect or planning department to decide on a theme for the wall. Usually, this can be accomplished by using the Arizona Department of Transportation’s standard applications.

The study has considered concepts for parallel multiuse paths; however, the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.
TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL
DATE: 05/13/13
TIME: 4:32 PM

CALLER: IQBAL BASHARAT
CALLER ADDRESS: 2701 E. BOSTON STREET, GILBERT, AZ 85295
PHONE: 480-775-6077
EMAIL:

CALLER REMARKS/QUESTIONS:
I support the proposed freeway. Thank you.

1

Code | Issue | Response
---|---|---
1 | Comment noted. |
From: Faisal Bashir [mailto:fbashir79@gmail.com]
Sent: Saturday, April 27, 2013 7:56 AM
To: Projects
Subject: Comments about South Mountain freeway

Respected Sir/Madam

Extension of freeways is part of modern life and construction of South Mountain freeway will have positive impact on community especially Laveen residents. Construction of South Mountain freeway is not only required but its also right of residents to reach hospitals, emergency centers, schools, colleges, work on time. It will definitely help save lives. Please go for it, this project should not be stopped for any reason.

Thanking you
Faisal Bashir
5817 S 53rd Glen
Laveen, AZ
The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

### Purpose and Need

Although the region’s freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.

### Alternatives

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

### Air Quality

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

<table>
<thead>
<tr>
<th>Code</th>
<th>Issue</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Alternatives, No-Action (No-Build) Alternative</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.</td>
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</tr>
<tr>
<td>5</td>
<td>Health Effects</td>
<td>The basis for building new roads is WILDLY UNREALISTIC PROJECTIONS OF UNSUSTAINABLE POPULATION GROWTH. Please do not destroy Arizona beauty for an almost extinct dependancy on personal automobiles &amp; gasoline. Thank you Council Person Arne Bassett</td>
</tr>
<tr>
<td>6</td>
<td>Section 4(f) and Section 6(f)</td>
<td>The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous choked roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.</td>
</tr>
<tr>
<td>7</td>
<td>Biology, Plants, and Wildlife</td>
<td>The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area. The freeway will also exacerbate urban sprawl and further burden Arizona’s taxpayers. Its construction would continue ADOT’s trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center. Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</td>
</tr>
</tbody>
</table>

(Responses continue on next page)
Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.
Jun 4, 2013
Arizona Department of Transportation South Mountain Study Team
1655 W Jackson St, MD 126F
Phoenix, AZ 85007

Dear South Mountain Study Team,

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

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

South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases. The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.

The freeway will also exacerbate urban sprawl and further burden Arizona’s taxpayers. Its construction would continue ADOT’s trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.

When relatives and friends from out of state visit, they all comment on what a great park we have in the South Mountain Park and it is often what they remember most.

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

Sincerely,

Mrs. Joan Batchelor
Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.
-----Original Message-----
From: Andy Bateman [mailto:bonsaiandy@cox.net]
Sent: Tuesday, May 21, 2013 11:46 AM
To: Projects
Subject: Proposed Loop 202

Dear Sir, Madam,

I am writing in support of the proposed Loop 202 extension. This extension will provide a much-needed
relief for surface streets in South Phoenix and Laveen, Arizona where I live. This will increase the level
of overall safety on our streets and reduce the amount of wear-and-tear on the surface roadways, and
reduce air and noise pollution where I live.

This extension is long overdue and needs to be fully funded and completed as soon as possible.

Sincerely,

Andrew Bateman
6316 S. 49th Drive
Laveen, AZ 85339
602-237-8288

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use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any
unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient,
please contact the sender by email, and delete or destroy all copies plus attachments.
From: Lindsay Bateman
Sent: Tuesday, May 21, 2013 12:38 PM
To: Projects
Subject: Proposed Loop 202

> I am writing in support of the proposed Loop 202 extension. This extension will provide a long-needed relief for surface streets in South Phoenix and Laveen, Arizona where I live. This will increase the level of overall safety on our streets and reduce the amount of wear-and-tear on the surface roadways, and reduce air and noise pollution where I live.
> This extension is long overdue and needs to be fully funded and completed as soon as possible.
> Sincerely,
> Lindsay Bateman
> 6316 S. 45th Drive
> Laveen, AZ 85339
> 602-237-8288

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with the intention that the freeway had been approved. So we really struggle with being able to get to the places that we need to get to, particularly having a, you know, young son. We don’t have the resources that we need. So we just really want to stay in Laveen. We want Phoenix and the Laveen area to stay liveable, but without the freeway, we’re stuck in traffic. We can’t get the hospital, the resources and things that we need without it.

So we just encourage moving forward with the plan for the freeway. Thank you.

THE FACILITATOR: Thank you.

Lindsay Bateman.

An announcement, please. The last bus will be running in about five minutes, at 7:30, for all destinations, orange, green, and blue, routes 1, 2, and 3.

MS. BATEMAN: Just talk? All right.

THE FACILITATOR: Are you Lindsay?

MS. BATEMAN: I’m Lindsay Bateman. I’m just here to support the South Mountain Freeway. I’m a resident of Laveen. And I’m just looking forward to the economic development open to our area, and really relieve the congestion on the surface streets. And
1 help the commute to work. I know a lot of times the
2 freeway, I-10 gets closed and then the surface
3 streets are just blocked all the time and I just
4 really hope that we can get there. We moved to
5 Laveen counting on that freeway coming in, knowing
6 that it was approved, so I just really hope that you
7 guys take that into consideration and support the
8 freeway.
9 
10 That’s all I have to say. Thanks.
11 THE FACILITATOR: Thank you.
12 For those of you who may not have heard,
13 the last bus is leaving in about three minutes for
14 all destinations out there.
15 Jennifer Rouse, take your time.
16 MS. ROUSE: Hi, thank you. I wanted to
17 speak on the record in favor of the 202. I live in
18 Laveen, and have lived there for seven years. When
19 we first moved there I lived close to 35th and
20 [unintelligible] Road, where traffic jams pretty much
21 with the big trucks going down the road, and things
22 have changed, and having moved closer to 51st Avenue
23 and Baseline, we see the semis that come through that
24 earlier we heard people talk about how this is going
25 to bring all of these semis coming through the
26 neighborhood. It’s already there. It’s already
<table>
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<tr>
<th>Code</th>
<th>Comment Document</th>
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</table>
|      | **TELEPHONE CONVERSATION RECORD**  
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**  
**INCOMING CALL**  
**DATE:** 5/15/13  
**TIME:** 6:59 PM  
**CALLER:** FRED BATES  
**ADDRESS:** 1001 EAST BASELINE ROAD, PHOENIX, AZ 85042  
**PHONE:** EMAIL:  
**CALLER REMARKS/QUESTIONS:**  
I am in support of the South Mountain Freeway that we have voted on twice, originally 20 some years ago. Thanks. |  
|
| 1    | **Code**  
**Issue**  
**Response** |  
| 1    | Comment noted. |
From: Projects
To: ADOT
Subject: FW: South Mountain Freeway
Date: Friday, June 14, 2013 8:08:29 AM

-----Original Message-----
Sent: Thursday, June 13, 2013 6:56 PM
To: Projects
Subject: South Mountain Freeway

I support the Loop 202 South Mountain Freeway.
I live in the West Valley and think it will help cut down on the horrible congestion on the I-10 freeway.

Sandra Bauer
13615 W. Meeker Blvd
Sun City West, AZ 85375

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**TELEPHONE CONVERSATION RECORD**  
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

**INCOMING CALL**  
**DATE:** 5/15/13  
**TIME:** 7:52 PM

**CALLER:** JOHN BEAUREGARD  
**CALLER ADDRESS:** 2422 E. RIVIERA PLACE, CHANDLER, AZ 85249

**CALLER REMARKS/QUESTIONS:**  
I have been in Chandler for 18 years and I totally support this freeway. This freeway was known about this extension since I’ve been here and would greatly to get this extension put in. I work in Phoenix and this would greatly reduce my travel time. Thank you.
**TELEPHONE CONVERSATION RECORD**  
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Caller</th>
<th>Caller Address</th>
<th>Phone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>6/11/13</td>
<td>4:53 PM</td>
<td>FRANK BECK</td>
<td>2639 N. 33RD AVENUE, PHOENIX, ARIZONA 85009</td>
<td>602-423-0027</td>
<td></td>
</tr>
</tbody>
</table>

**CALLER REMARKS/QUESTIONS:**
Hi, I'd like to voice my opinion and I'd like to support the South Mountain freeway. Ahh once again, I would like to support the new proposed freeway.

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</table>
From: melodie.beck@gmail.com [mailto:melodie.beck@gmail.com]
Sent: Tuesday, June 25, 2013 12:56 PM
To: Projects
Subject: Please give us out South mountain Freeway

We Moved to Laveen almost 10 years ago. Part of the reason we moved to this part of the valley was because we were told that the South Mountain Freeway would be built through Laveen. This area grew astronomically the first year we lived here. The traffic in our area has become so bad that getting on to Baseline road and 51st ave. can take you 7-10 minutes or longer during the morning and evening commuter traffic. Please honor the voters that passed the bills to build our freeway. We have taken our time to vote so don’t show us that our votes don’t count or that we should have voted differently for the people making the decisions.

Thank you for listening
Melodie Beck
602-502-8076

Sent from Windows Mail
As a daily commuter on I-10 I feel it is important that we have additional routes between the East and West valleys. The highways are congested now and with future growth the existing highways will not be able to handle the traffic. The existing roads are becoming unsafe with the amount of traffic that is expected to use them. Additional routes are needed to make the roads safe for our families to travel.

Brent BeDillon

Comment noted.
From: Projects [mailto:Projects@azdot.gov]
Sent: Wednesday, July 24, 2013 8:29:30 AM
To: ADOT
Subject: FW: Southmountain Freeway Extension

Thank you,
Salina Tovar
Community Relations Officer
1655 W. Jackson St.
MD 120F, Room 170
Phoenix, AZ 85007
602.712.4629
azdot.gov

From: Gretchen Beers [mailto:ghbeers@cox.net]
Sent: Wednesday, July 24, 2013 8:28 AM
To: Projects
Subject: Southmountain Freeway Extension

It is time for ADOT to correctly interpret the needs of the South Mountain Freeway Extension as it relates to the needs of the US Interstate 10 that now provides the only access into and around Phoenix for residents and commercial entities in Ahwatukee and points south. ADOT has a duty to resolve the problems on the federally funded Interstate 10 that worsen on a daily basis. Interstate 10 is the primary southern conduit linking east to west, and it's capability to meet this need is already being compromised. The South Mountain Freeway Extension is a vital solution to ease the Interstate 10 problems, no matter what path it may take. As a member of the silent majority who regularly use Interstate 10 and wanting this project to go forward as planned, I urge ADOT to not be swayed by the relatively few who oppose the extension for selfish reasons, such as buying and owning homes that were clearly presented many years ago as being in the path of a future freeway.

Gretchen Holden Beers
3422 E Winona St
Phoenix, AZ 85044

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<td>1</td>
<td>Purpose and Need</td>
<td>The proposed project is part of the Regional Transportation Plan for the Maricopa County region. In 2004, the voters of Maricopa County approved the Regional Transportation Plan and the extension of a half-cent sales tax to fund the projects. The funding for the right-of-way acquisition and construction of the proposed project would come from a combination of Federal (National Highway Performance Program) and County (half-cent sales tax, also known as Regional Area Road Funds) sources. Use of these funds for construction of the proposed freeway would not affect available funds for statewide projects nor would not constructing this facility make additional funds available for other statewide projects.</td>
</tr>
</tbody>
</table>

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

From: Jerry and Judy Bell [mailto:belljxj@yahoo.com]
Sent: Monday, July 15, 2013 4:19 PM
To: Projects
Subject: South Mountain Freeway

I think this is a total waste of taxpayer's money. Use the $2,000,000,000 to upgrade all of the roads throughout Arizona. 22 miles for $2Billion... forget it!
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From: Michel Bendeck (mailto:chmc98@aol.com)
Sent: Wednesday, May 15, 2013 11:13 AM
To: Projects
Subject: Let’s Build the 202 South Mountain Freeway

Ref: Loop 202 South Mountain Freeway

I strongly support the construction of Loop 202 South Mountain Freeway.

Thank you,

Michel Bendeck
chmc98@aol.com
Off 480-451-5205
Cell 480-201-1510

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From: Projects
To: ADOT
Subject: FW: 202 S MT. freeway...
Date: Monday, May 20, 2013 8:32:17 AM

-----Original Message-----
From: BENIKAT@aol.com [mailto:BENIKAT@aol.com]
Sent: Saturday, May 18, 2013 6:32 AM
To: Projects
Subject: 202 S MT. freeway...

I firmly support that proposal...

R BENI
Retired Phoenix P D.</HTML>

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From: Bennett, Marsha - SJHMC [mailto:Marsha.Bennett@DignityHealth.org]
Sent: Monday, May 20, 2013 6:31 AM
To: Projects
Subject: Proposed South Mountain Freeway

I am writing in opposition to this freeway taking portions of the South Mountain Preserve. Aside from the damage to the ecosystem, this project damages the heart of what makes living in Phoenix so wonderful.

For many years my out of town visitors remark at how much foresight and wisdom was done in preserving the mountain areas. My father stated: What a wonderful effort.

The mountain preserves are the only thing that makes living in Phoenix bearable. Hopefully, you can find a better alternate route.

Thank you,
Marsha Bennett

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Call No: 1

**TELEPHONE CONVERSATION RECORD**

**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

**INCOMING CALL DATE:** 5/16/13

**INCOMING CALL TIME:** 5:15 PM

**CALLER:** ROBERT BENNING

**CALLER ADDRESS:** 2514 S. LOS FELIZ, TEMPE, AZ 85282

**PHONE:** EMAIL:

**CALLER REMARKS/QUESTIONS:**
I'm for the South Mountain Freeway.

1 Comment noted.
TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREeway INFORMATION LINE

INCOMING CALL
DATE: 05/13/13
TIME: 2:19 PM

CALLER: JAMES BENSON
CALLER ADDRESS: 2220 S. SHANNON DRIVE, TEMPE, AZ 85282
PHONE: EMAIL:

CALLER REMARKS/QUESTIONS:
I support the plans for the Loop 202 South Mountain Freeway. Thanks.

1

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

Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-170 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
May 28, 2013
Arizona Department of Transportation South Mountain Study Team
1655 W Jackson St, MD 126F
Phoenix, AZ 85007

Dear South Mountain Study Team,

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

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

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

South Mountain Freeway would also negatively affect our environment. South Mountain Park is the largest city park in our nation. It was set aside by our government to provide opportunities to enhance operation of future mass transit improvements. The freeway would also fragment and destroy many of the plants and wildlife native to the area.

The freeway would also exacerbate urban sprawl and further burden Arizona’s taxpayers. Its construction would continue ADOT’s trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.

The only the “Anti-Christ” would approve of such a thing. Is that ADOT???

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

Sincerely,

Mr. Dahniayl Benyahmeen
PO Box 209

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

1 Alternatives, No-Action (No-Build) Alternative

Although the region’s freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.

3 Alternatives

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

4 Air Quality

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

5 Health Effects

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

7 Biology, Plants, and Wildlife
Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—that is, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.
1 Thank you.
2 If anyone else is in the auditorium and
3 would like to speak, please make sure you register at
4 the front desk. Your name will appear on the screen,
5 and we'll call you up in the appropriate order.
6 Thank you.
7 Also, please be respectful of all the
8 speakers; your comments need to be kept to yourself,
9 regardless of your side of the issue.
10 Thank you. The next speaker, could you use
11 this microphone, please.
12 Tony Berastegui, I'm sorry, I probably
13 didn't say that right.
14 MR. BERASTEGUI: That was pretty good.
15 THE FACILITATOR: I'm sorry, if I butchered
16 it too much. You have three minutes. Please begin,
17 thank you.
18 MR. BERASTEGUI: Alan, Steve, Matthew,
19 thank you for your time, I'm Tony Berastegui,
20 originally from Miami, Florida. I'm now a resident
21 of Laveen. Graduated from Arizona State University.
22 And I moved to Laveen because I thought they were
23 going to build the 202 that was approved by voters in
24 1985 and again in 2004. And I'm kind of here to
25 figure out why it hasn't been built yet, so I
It's time to build the South Mountain Freeway. Valley commuters have waited in traffic jams long enough. The freeway will cut traffic congestion across the metro area, reduce air pollution and save drivers time and money. 64.3 percent of likely voters in Maricopa County support construction of the freeway, according to the results of a new poll commissioned by We Build Arizona. 19.6 percent said they were either opposed or likely to oppose a project. In a separate survey also commissioned by We Build Arizona, 59 percent of likely voters living in Ahwatukee and Laveen support the freeway as well. If we don’t build the South Mountain Freeway, traffic in the region will get much worse over the next two decades. According to ADOT’s own study, traffic on I-10 between Ahwatukee and Goodyear will grow 28 percent. Another 103,000 cars will use the Broadway curve each day. Another 38,000 cars will jam the tunnel every day. Morning and evening commute times will increase 39 percent to 82 percent, traffic congestion on city streets will increase 46 percent. The same report indicates the project also will reduce air pollution by reducing the time vehicles spend stuck in traffic. The Comment noted.
The money to build the freeway is in the budget, and again, this has been approved by voters twice, first in 1985 and again in 2004. I approve the 202, and I would like to see it built. Thank you for your time.

Garell Jordan. Did I get that name proper?

Ms. Jordan: Garell.

The Facilitator: Ha'un, you have three minutes. Here's the timer; please begin.

Ms. Jordan: My name is Garell Jordan; I am a proud resident of Laveen for the last two years. We moved to Laveen, I live at 64th Avenue and Southern, so very close to the 59th Avenue alignment.

We knew when we moved there that there was a freeway planned. And we moved there because we wanted more acreage; we wanted land for our animals; we have six dogs, three horses, and a bunch of chickens. But we also knew that we wanted to live in close proximity to downtown Phoenix, where I work, two blocks from here. And we knew that we wanted some of the amenities of living in the city that, you know,
From: Projects
To: ADOT
Subject: FW: south mt freeway
Date: Monday, May 20, 2013 8:34:25 AM

-----Original Message-----
From: David Berliner [mailto:dcberliner@mac.com]
Sent: Friday, May 17, 2013 9:42 PM
To: Projects
Subject: south mt freeway

Please—I have lived in Ahwahtukee and Tempe for over 25 years, always waiting for this freeway to be built. NOW please build it before I get to old to ever use it.

David C. Berliner
Regents' Professor Emeritus
Arizona State University
120 E. Rio Salado Parkway
Tempe, AZ 85281-9116

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Construction of the South Mountain Freeway will complete the outer loop around Phoenix, reduce traffic congestion, and support economic development. I fully support the project.

Comment noted.
TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL
DATE: 5/16/13
TIME: 5:57 PM
CALLER: BONNIE AND CHARLIE BETTS
CALLER ADDRESS: 1527 S. LONGMORE COURT, CHANDLER, AZ 85226
PHONE: 480-999-3887
EMAIL:

CALLER REMARKS/QUESTIONS:
We support the freeway. Thank you.

Comment noted.
From: BEYERN@nationwide.com [mailto:BEYERN@nationwide.com]
Sent: Monday, May 13, 2013 1:34 PM
To: Projects
Cc: info@buildthe202.com
Subject: Build the South Mountain Freeway

DO IT!

Seriously... Build the South Mountain Freeway... money well spent. as opposed to the failed people mover project... I'm sorry I meant light rail...

Comment noted.
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<td><strong>Neighborhoods/Communities</strong>&lt;br&gt;While the City has some ability to control development through its zoning ordinances, the City does not have the authority to stop private land from being developed. The Arizona Department of Transportation was able to acquire large tracts of land along the Pecos Road alignment in the 1980s, but funding shortfalls kept the Arizona Department of Transportation from acquiring all of the needed land. Developers were aware of the potential freeway and made the decision to develop the land despite the risk that the freeway would eventually be built. Citizens were also aware of the potential and chose to buy homes near the freeway despite the same risk. Information related to freeway awareness and the responsibilities of the City of Phoenix, developers, and the Arizona Department of Transportation related to disclosure of the planning for the freeway is presented on page 4-13 of the Final Environmental Impact Statement.</td>
</tr>
<tr>
<td>2</td>
<td><strong>Purpose and Need</strong>&lt;br&gt;The cost estimate for the proposed freeway includes the cost to acquire, relocate residents, and clear the necessary properties for the freeway as well as to build and design the project (see page 3-59 of the Final Environmental Impact Statement). The funding for the project is programmed in the Maricopa Association of Governments Regional Transportation Plan, adopted by the Maricopa Association of Governments Regional Council, and the Arizona Department of Transportation 5-year Transportation Facilities Construction Program, approved by the State Transportation Board. Both actions indicate this project is the highest priority for each agency. The funding for right-of-way acquisition and construction of the proposed project would come from a combination of federal (National Highway Performance Program) and County (half-cent sales tax, also known as Regional Area Road Funds) sources.</td>
</tr>
<tr>
<td>3</td>
<td><strong>Traffic</strong>&lt;br&gt;In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the freeway on the local street system. The City study found no adverse effects on the local street system from the proposed freeway (see Appendix 3-1 in the Final Environmental Impact Statement).</td>
</tr>
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Dear South Mountain Study Team,

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

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

South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the “uncongested” area of this freeway, more pollution will be spread into the air, exacerbating asthma, cancer, and other diseases. The freeway would also negatively affect our environment. South Mountain Park is the largest city park in our nation. What a shame that we would even consider destroying part of it with a freeway. The park was set aside to protect resources and to benefit our communities; it is a point of pride in our community that we should be protecting, by blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.

The freeway would also exacerbate urban sprawl and further burden Arizona’s taxpayers. Its construction would continue ADOT’s trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center. Phoenix is one of the ten most dangerous cities for pedestrians and bicyclists, and we should spend money on making safe bikeways and greenbelts that will improve our health, reduce gasoline consumption, and improve air quality.

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

Sincerely,

[Signature]

Date: May 30, 2013

Arizona Department of Transportation South Mountain Study Team
1355 W Jackson St, MD 126F
Phoenix, AZ 85007

May 30, 2013

Arizona Department of Transportation South Mountain Study Team
1355 W Jackson St, MD 126F
Phoenix, AZ 85007

To:

From: on behalf of Bettina Bickel

Subject: Comments in opposition to South Mountain Freeway

Date: Thursday, May 30, 2013 6:28:53 PM

Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

1

Alternatives, No-Action (No-Build) Alternative

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

2

Purpose and Need

Although the region’s freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.

3

Alternatives

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4

Air Quality

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

5

Health Effects

6

Section 4(f) and Section 6(f)

7

Biology, Plants, and Wildlife

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

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Ms. Bettina Bickel
9218 N 51st Dr
Glendale, AZ 85302-3401
(623) 939-1667
1 Alternatives, No-Action (No-Build) Alternative

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That's like going to the doctor, telling him or her that you eat nothing but bacon, but you don't expect any negative impact on your health because you aren't eating bacon with the intent of hurting your health. If only we can simply wish away the unintended consequences of our actions. The more likely outcome is that this freeway will provide short-term relief but that induce more traffic. Contrary to the claims made in the report, induced demand happens routinely as a result of road building, even when transportation demand exceeds supply. Of course, there are different ways to meet transportation demand, and a far better scenario is not a freeway connecting two suburban neighbors but instead, enriching those areas with the best possible rail and bus links to existing employment centers. Unfortunately, the draft report dismisses these options with insufficient consideration.

Chapter three notes that “No planned rail lines will serve the territory connected by the proposed freeway,” but doesn’t even contemplate that additional rail lines beyond those currently planned could be added. A strategy that does not rely exclusively on automotive travel would be aligned with shifting demographic realities, ones that were ignored in the draft EIS. Since 2005 there has been substantial downturn in driving.

The proposed freeway is part of the Regional Transportation Plan for the Maricopa Association of Governments region. The Regional Transportation Plan, as described on pages 1-5 and 1-10 of the Final Environmental Impact Statement, addresses freeways, streets, transit, airports, bicycle and pedestrian facilities, freight, demand management, system management, and safety. The proposed freeway is only one part of the overall multimodal transportation system planned to meet the travel demand needs of the Maricopa Association of Governments region.

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
The historical growth in the Maricopa County region is discussed in the Draft Environmental Impact Statement beginning on page 1-5. The critical factors such as available land, mild climate, affordable cost of living, and employment opportunities that led to the historical growth rates in the region remain unchanged. The comment relies heavily on national trends for travel; however the local conditions and setting of the Phoenix metropolitan area are not consistent with areas of high-density cities in other parts of the country. In Maricopa County, daily vehicle miles traveled levels increased by almost 2 percent between 2011 and 2012 and the 2012 daily vehicle miles traveled is approaching the prerecession peak in 2007. (Source: Arizona Department of Transportation Multimodal Planning Division Highway Performance Monitoring System Data for the Calendar Year 2012 and 2011). Even if the trend of vehicle miles traveled “per capita” decreasing continues, the total vehicle miles traveled in the region would still increase along with increases in total population. A critical factor not acknowledged in the comment is that the proposed project is needed today. Details of this need are presented in the Draft Environmental Impact Statement beginning on page 1-13. While new projections based on the 2010 Census and emerging national trends may show a lower anticipated population and vehicle miles traveled in 2035 than the previous projections, the need for the freeway has not changed. The Maricopa Association of Governments approved new socioeconomic projections in June 2013. The new data are presented in the Final Environmental Impact Statement beginning on page 1-11.
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residents, but instead by people commuting long distances in single-occupant motor vehicles from another suburb miles away. Even if one is lucky enough to find work close to home, job transfers and office relocations are such a frequent occurrence that the congruence of residence and workplace can disappear with little notice. Likewise, even someone employed close to home may find his or her spouse, domestic companion, or adult child traveling a long distance to find employment in his or her area of specialized area of expertise.

For all those reasons, a far better scenario is not a freeway connecting two suburban neighborhoods and encouraging upending existing land use, but instead enriching those areas with the best possible rail and bus links to existing employment centers. Unfortunately, the draft report dismisses these options with insufficient consideration. Chapter 3 notes that no planned rail lines will serve the territory connected by the proposed freeway, but doesn’t even contemplate that additional rail lines beyond those currently planned could be added.

That’s quite an omission considering how many times the map of planned light rail extensions has been revised since the passage of Proposition 400 in 2004. The original map did not envision light rail in South Phoenix, but a line to that part of town is now being studied. A second phase extending that line to Laveen might be feasible. While the study acknowledges that other modes of transport could be added in the future, reiterating non-automotive modes to a wish list is not responsible planning. The time to look at those alternatives in depth is now, before any park land is sacrificed for a freeway.

Similarly, the report considers each mode of transport in isolation without appropriate attention to the possibilities that an appropriate mixture of modes might present. Could the proposed freeway be built as a parkway with a smaller footprint? The study claims that would not fulfill transportation needs by itself, but doesn’t address the possibility of a parkway combined with investments in public transit as a more balanced approach to regional transportation needs.

A strategy that does not rely exclusively on automotive travel would be in line with shifting demographic realities and areas that were ignored if the draft EIS. Since 2005, the data from which most projections in the report are extrapolated, there has been a substantial downturn in driving and car ownership, particularly by young adults. Quoting from the U.S. Public Interest Research Group’s May 2013 report, “The Millennials generation is leading the change in transportation trends. 16 to 34-year-olds drove a whopping 23 percent fewer miles on average in 2009 than in 2001— the greatest decline in driving of any age group.” Why then assume that patterns that held prior to 2005 will inevitably be repeated over the next decade?

Of course, one might argue that a reduction in driving could offset the induced traffic mentioned earlier in these comments. That optimal balance between opposing forces could come about only with extraordinarily good fortune. Instead of relying on luck, why not reinforce the positive trend toward diminished driving instead of building roads that might have a contrary effect of inducing traffic? In addition, why spend substantial amounts of money on a freeway that may not be needed when it is clear that increasing numbers of Americans want to see more investment in public transit, along with bicycling and pedestrian infrastructure.

In light of all these considerations, the only logical conclusion is that the draft report relies on outmoded data and assumptions to forecast growth in vehicle miles traveled, and it casually dismisses non-automotive modes of travel that might meet transportation demand, either by themselves or in conjunction with a smaller road project. Even if AADOT’s VMT projections are accurate, it likely the freeway will only worsen the problem due to induced demand. Don’t destroy part of South Mountain on the basis of such insufficient justification. Please rethink this report and the freeway it advocates.

David Bickford
2001 E Orangewood Ave
Phoenix AZ 85020
exit2lef@gmail.com

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## TELEPHONE CONVERSATION RECORD
### SOUTH MOUNTAIN FREEWAY INFORMATION LINE

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<td>6/13/13</td>
<td>6:18 PM</td>
<td>JENNIFER EIFERT</td>
<td>314 W. PEYUTE AVENUE, PHOENIX, ARIZONA 85027</td>
<td></td>
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</tbody>
</table>

**CALLER REMARKS/QUESTIONS:**
I am for the freeway, I think it is a good idea. We need to build it. Thank you.

### Code Comment Document

<table>
<thead>
<tr>
<th>Code</th>
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<tbody>
<tr>
<td>1</td>
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<td>Comment noted.</td>
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</table>
TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL
DATE: 5/17/13
TIME: 4:34 PM

CALLER: BILL AND CATHY
CALLER ADDRESS: 
PHONE: BELLANDCATHY@MET.COM
EMAIL: BELLANDCATHY@MET.COM

CALLER REMARKS/QUESTIONS:
Hi, I am in favor of the 202 but if I ever receive a message from 'Let's build the 202' to my e-mail again without my permission, I'm going to create a stink. There is an opportunity at the bottom of the e-mail to opt out, but when you do you get a fake system message that says if you continue you might have a virus or you might contract a virus on your PC. But if you continue to it anyway it doesn't allow you to unsubscribe cause then it says you haven't picked any list to unsubscribe from. So I consider the whole thing complete and utter bullshit. So if you ever send a message to Bill and Cathy @ met.com again it will not be the last time you hear from me. Thank you.

Code | Issue | Response
--- | --- | ---
1 | Public Involvement | Comment noted. E-mail did not come from the Arizona Department of Transportation. It was sent by a private group called We Build Arizona.
TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL
DATE: 5/15/13
INCOMING CALL TIME: 4:17 PM

CALLER: DAVID BIMACHINSKI
CALLEE ADDRESS: 438 E. NETTLES LANE, GILBERT, AZ
PHONE: EMAIL:

CALLER REMARKS/QUESTIONS:
I just wanted to say that I have complete support for that extension of the Freeway. It is going to avert traffic, heavy semi traffic out of the Phoenix area and let them get around to their destination faster and reduce the congestion of the freeway as it is now. So, I can't imagine a reason why it wouldn't be built and hope it goes forward.

1 Comment noted.
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**TELEPHONE CONVERSATION RECORD**  
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

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<tr>
<td>5/20/13</td>
<td>2:03 PM</td>
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</table>

**CALLER:** JAN BINDER  
**CALLER ADDRESS:** 5707 N. 18TH PLACE, PHOENIX, AZ 85016  
**PHONE:** EMAIL:

**CALLER REMARKS/QUESTIONS:**  
In favor of the South Mountain Freeway.

<table>
<thead>
<tr>
<th>Code</th>
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<td>Comment noted.</td>
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</table>

**TELEPHONE CONVERSATION RECORD**  
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

- **DATE:** 5/15/13  
- **TIME:** 3:32 PM  
- **CALLER:** JARRED BIRD  
- **CALLER ADDRESS:** 874 E. AQUARIUS PLACE, CHANDLER, AZ 85249  
- **PHONE:**  
- **EMAIL:**

**CALLER REMARKS/QUESTIONS:**
I have lived in the valley 37 years. I am a high-paying tax citizen and I fully support the expansion of the South Mountain Freeway system. Thank you.
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<th>Code</th>
<th>Comment Document</th>
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<tr>
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<td>TELEPHONE CONVERSATION RECORD</td>
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<td></td>
<td>SOUTH MOUNTAIN FREEWAY INFORMATION LINE</td>
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<tr>
<td></td>
<td>INCOMING CALL DATE: 5/15/13</td>
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<tr>
<td></td>
<td>INCOMING CALL TIME: 5:09 PM</td>
</tr>
<tr>
<td></td>
<td>CALLER: KEN BIRD</td>
</tr>
<tr>
<td></td>
<td>CALLER ADDRESS: 7207 W. GETTY DRIVE, PHOENIX, AZ 85043</td>
</tr>
<tr>
<td></td>
<td>CALLER REMARKS/QUESTIONS: I support the South Mountain Freeway project and Thank you.</td>
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<th>Code</th>
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<th>Response</th>
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<td>Comment noted.</td>
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</table>
From: Tamal Biswas [mailto:tbiswas@gmail.com]
Sent: Tuesday, May 21, 2013 7:18 AM
To: Projects
Subject: South Mountain Freeway

Hello,
I am a resident of Laveen and would like to thank the ADOT project team for completing the Draft EIS.

By looking at the details of the Draft EIS, it absolutely makes sense that the E1 and the W39 are the Recommended Alternatives.

I am looking forward eagerly for this freeway to be built quickly as we have a huge commute problem in Laveen area. The Baseline road is heavily clogged during rush hours and also when it is free cars go at a very high speed through Baseline road due to unavailability of any nearby freeway for people travelling from Laveen to South East valley. Taking the I-10 E from Laveen for travelling to Chandler is not really an option.

Also I think this proposed South Mountain freeway would free-up the downtown congestion with I-10 and improve the overall air quality of central Phoenix area.

All the best to the ADOT project team!!

Regards,
Tamal Biswas
Comment noted.

I used to live in Laveen and work in Chandler. The commute between through Baseline used to be worse so when I had to move to Chandler, I still have my house in Laveen and I think the economics of building the Laveen area will grow significantly when the freeway is built.

PLease build South Mountain Freeway ASAP!!

Taniah Brisan
Email tiswasa@gmail.com
Address 421 N Kenauth Pk
City Chandler State AZ Zip 85246
Phone 520-973-9799

ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments. Final decisions on potential impacts and ADOT’s final recommendations.

It is helpful to ADOT to receive comments on:

- A detailed description of the impacts you observed
- Any advice or suggestions you have
- How the proposed action would affect you.

Comments must be received by July 24, 2013.
<table>
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<tbody>
<tr>
<td>1</td>
<td>Thank you.</td>
</tr>
<tr>
<td>2</td>
<td>Temal Biswas.</td>
</tr>
<tr>
<td>3</td>
<td>Could I ask you to use this microphone, please.</td>
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<tr>
<td>4</td>
<td>MR. BISWAS: Hello. My name is Temal Biswas, so</td>
</tr>
<tr>
<td>5</td>
<td>I am currently a resident of Chandler. I used to live in</td>
</tr>
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<td>6</td>
<td>Laveen from 2007 to 2012 and I work at Intel Corporation</td>
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<tr>
<td>7</td>
<td>and my main commute goes to the Baseline Road and it was</td>
</tr>
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<td>8</td>
<td>getting worse day by day. I pretty much had to skip</td>
</tr>
<tr>
<td>9</td>
<td>morning meetings because I just couldn't travel through</td>
</tr>
<tr>
<td>10</td>
<td>there, so I had to go off hours, late hours in the</td>
</tr>
<tr>
<td>11</td>
<td>evening so that I am not caught in the Baseline traffic.</td>
</tr>
<tr>
<td>12</td>
<td>And I know many of my colleagues start to move out of the</td>
</tr>
<tr>
<td>13</td>
<td>area because not having a proper alternate to travel to</td>
</tr>
<tr>
<td>14</td>
<td>the Southeast Valley where a lot of employees are.</td>
</tr>
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<td>So I think this freeway is badly needed for the</td>
</tr>
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<td>reasons, and I still have my home there, but I see my</td>
</tr>
<tr>
<td>17</td>
<td>home value regularly falls because there is no growth</td>
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<td>18</td>
<td>happening and I think having a freeway would help the</td>
</tr>
<tr>
<td>19</td>
<td>area. And I think the primary consideration of any</td>
</tr>
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<td>20</td>
<td>government body should be the overall, long-term economic</td>
</tr>
<tr>
<td>21</td>
<td>growth of an area, and I strongly believe by looking at</td>
</tr>
<tr>
<td>22</td>
<td>the EIS statement that building a freeway would</td>
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<tr>
<td>23</td>
<td>accommodate different regions of the Valley and economy</td>
</tr>
<tr>
<td>24</td>
<td>is deemed to be one of the main things that drives</td>
</tr>
<tr>
<td>25</td>
<td>economy growth, so I absolutely would support the plan,</td>
</tr>
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1 Comment noted.
1 the proposed alternative to build the freeway. Thank
2 you.
3 THE FACILITATOR: Thank you.
4 Phillip Morales.
5 Use this microphone, please.
6 MR. MORALES: Good evening. Thank you for
7 letting me speak. I'm kind of emotional right now, but
8 I'm a veteran, I'm a Gila River Community member, I speak
9 my language, I'm very related to my culture.
10 South Mountain is the most sacred mountain we
11 have for the Akimel and O'odham people. And I know
12 that's -- I'm from District 6 and I know that that
13 freeway's going to go through our cultural sites.
14 Elaborate petroglyphs that our great-, great-, great-, great-great-grandfather's kids' hands put their hands on there.
15 You know, I could put my hand on there, I know I'm
16 touching their hands from hundreds of years ago.
17 Suhu, man of the maize, you all know was -- this
18 was the son of God, like Jesus Christ, it was son of our
19 mountain tribes, we are all related to one God. He came
down from heaven, we call him elder brother Suhu, he came
and lived in South Mountain and he showed us how to live
our life, the four stages of life: How to respect, how
to learn your language, your first love, when you have a
family do it right, then your third sage is to become
The video and the simulation was very informative. After viewing the materials in the website, I feel so much confident knowing that ADOT has done a through study to come up with the draft EIS and recommending the preferred alternatives. The Loop 202 South Mountain Freeway is badly needed to connect the east and west valley and will be a huge economic driver for the phoenix metro area.

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MR. BIVVINS: Okay. Pretty much the same thing, I travel on this piece of freeway every day between the 99th and 59th Avenue, and it’s the biggest bottleneck in town. We watch the news every morning and that piece of freeway is always backed up and a mess every day, every morning and every afternoon.

So the thought to me is to bring the 101 down and feed to the freeway and bring the 202 up and feed into that freeway. Everyone going north who wants to go north will get on that piece of I-10. Everyone going south would go on that piece of I-10. If you lined them up, that piece of freeway will not end up being jammed up with all this traffic, it will end up being funneled on that five-mile stretch of road.

I’m all for the 202, I just think it could be moved further west where Tolleson is at and go through that same piece of freeway, that same interchange and make it one big -- hopefully like the other things are in town. That’s all I have. Thank you.

THE FACILITATOR: Thank you.

Another reminder for those of you who are in the ballroom, if you’re planning on speaking please make sure you register at the registration desk, your name will appear on the screen, and we’ll call you in the order.

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
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TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL

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<tbody>
<tr>
<td>6/12/13</td>
<td>7:18 PM</td>
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</tbody>
</table>

CALLER: KIMARA BLACK [UNCLEAR]

CALLER ADDRESS: 5656 W. 17TH AVENUE, C7

CALLER REMARKS/QUESTIONS:
I support the South Mountain Freeway. The building of it, I think is a wonderful thing.
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<td>DATE: 5/15/13</td>
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<td></td>
<td>TIME: 3:14 PM</td>
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<tr>
<td></td>
<td>CALLER: DOMINIC BLACKMORE</td>
</tr>
<tr>
<td></td>
<td>CALLER ADDRESS: P.O. BOX 50086, PHOENIX, AZ 85076</td>
</tr>
<tr>
<td></td>
<td>PHONE: EMAIL:</td>
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<tr>
<td></td>
<td>CALLER REMARKS/QUESTIONS:</td>
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<td>1</td>
<td>I am a long time resident of Ahwatukee and I definitely support the South Mountain Freeway. We need more ways in and out of this huge cul-de-sac. Thank you. Bye.</td>
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<tr>
<td>7/23/13</td>
<td>6:06 PM</td>
<td>MIKE BLACKWELL</td>
<td>16814 WEST ORACLE RIM, SURPRISE, ARIZONA</td>
<td></td>
<td></td>
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</table>

**CALLER REMARKS/QUESTIONS:**
Yes, I just wanted to leave a message that I support the South Mountain freeway. I think it’s good for the Arizona economy and would bring a lot of different jobs and subsequently would definitely make transportation much better when you move around the Phoenix area. Thank you. Bye now.
I absolutely want the freeway. Laveen has no restaurants or anything for a family to do. With the 202 I could get to these things easier as well as get to work in Chandler easier. Also, this would help with the congestion on Baseline and the 10.

Comment noted.
From: Projects
To: ADOT
Subject: FW: 202
Date: Monday, May 20, 2013 8:44:01 AM

From: BBlake4192@aol.com [mailto:BBlake4192@aol.com]
Sent: Friday, May 17, 2013 5:56 PM
To: Projects
Subject: 202

We would like the South Mountain freeway to be built.
Thank you.
Michael and Elizabeth Blake

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

Comment noted.
From: Projects
To: Projects
Subject: FW: Build South Mountain Freeway Please
Date: Wednesday, May 22, 2013 10:51:39 AM

-----Original Message-----
From: Dorothy [mailto:mdbless@yahoo.com]
Sent: Tuesday, May 21, 2013 1:40 PM
To: Projects
Subject: Build South Mountain Freeway Please

Ladies & Gentlemen,

I vote in favor of this long over due project. I recently moved to Laveen, AZ (originally from San Antonio, TX) in March 2013 and agree that this highway would bring a positive economic impact to Laveen, AZ and help drivers like myself commute better in the metro Phoenix area. Please do not delay this project anymore. I can hardly wait to see the construction team to build...wish it were tomorrow!

Thank you for reading.

Sincerely,
Maria D. Blessing
6920 W. Darrel Rd.
Laveen, AZ 85339

Comment noted.
To whom it concerns

I am against the southwest portion of the 202. I feel the draft EIS was not thorough. Much smarter infrastructure options exist in the city center.

Charles Blonkenfeld
Phoenix, Arizona
Sent from my iPhone

Federal regulations stipulate that an environmental impact statement shall “rigorously explore and objectively evaluate all reasonable alternatives” (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the Regional Transportation Plan and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
As a long-time resident of Ahwatukee, I am deeply opposed to the freeway being built through the Ahwatukee Foothills. I lived and reared my son in the Ahwatukee Foothills for many years. After 4 years in Seattle I have once again chosen Ahwatukee as my home for my my family. Ahwatukee is a unique part of Phoenix that enjoys access to one of the most beautiful parts of the city, the foothills and South Mountain Park. We live here because of the quality of life. It is quiet, has relatively low crime and traffic and has more of a "neighborhood" feel than most parts of the city. In addition, and probably most importantly, we are surrounded with the beautiful Sonoran Desert and it's wildlife. We enjoy seeing javelina, coyotes, owls, eagles etc. on a regular basis that reside in South Mountain Park and the surrounding desert.

We currently reside just a couple of miles north of Pecos road at the base of South Mountain and would love to continue to make our home here. We chose the area specifically because of its separation from the rest of the city, it's desert (not city) feel, it's distant proximity to a freeway and general quality of life.

Building the freeway would route the freeway by-pass directly through the Ahwatukee Foothills. First of all, the noise pollution alone would ruin the serenity we currently enjoy as part of our quality of life. Secondly, the long-term impact of the pollution of hundreds of thousands of cars and trucks through this pristine desert environment is almost unimaginable. Not only to the desert animals we share our home with but to all of the residents of the Ahwatukee foothills. Thirdly, the quality of life that the residents chose the foothills for would all but disappear. Property values will plummet, crime will rise, and our "neighborhood feel" will be a thing of the past. Furthermore, there is always the potential of hazardous waste accidents on the freeway and an unimaginable impact from that alone. And lastly, the construction of the freeway itself would immediately and intensely disrupt the lives of all foothills and Gila River residents in a dramatically negative manner.

I simply cannot imagine climbing telegraph pass trail as I often do and instead of the serene beautiful view of the desert as far as the eye can see south, there is a roaring freeway and a resulting low hanging dark cloud of pollution.

The Ahwatukee foothills are one of the last remaining truly lovely and suburban desert areas of Phoenix with one of the highest qualities of life in the city in my opinion. This proposed freeway would forever ruin the area and I would imagine prompt many, many residents (including myself) that chose the area because of it's beauty and remoteness to leave.
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<th>Code</th>
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<tr>
<td>9</td>
<td>Alternatives, E1 Alternative</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.</td>
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I urge you to find another solution to this proposed freeway to preserve the residents quality of life, the beautiful foothills and the desert surrounding it. Once the freeway is built this area will forever change for the negative and the desert foothills will never be the same. This brings tears to my eyes. Please find another solution with far less impact to this environment and neighborhood.

Sincerely,
Brynda L. Blowers
750 E. Mountain Sage Dr
Phoenix, Az 85048

Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.
MS. BLOWERS: I am deeply passionate about this neighborhood. My son grew up here, and we loved it so much. We moved to Seattle, and when we came back to Phoenix, we chose Ahwatukee again, to live here. So we love the neighborhood. We live up against South Mountain.

So I have several things I'm deeply opposed to about this. Number one, the construction alone: the impact on the neighborhood traffic, the noise, the dust. I can't even imagine the problems we would have with that.

Number two, there is animals all over this place. It's separated from the city. You know, we hear the coyotes at night. We have eagles. We have owls. The environment alone, the exhaust from the freeway. The impact on the land and the animals would just change so much. South Mountain Park is something that we use a lot.

Number three, the proximity to the schools. My son attended Keystone Montessori. It’s right next to where the freeway will be built. It's an amazing school. I can't even imagine how different it would be, being right next to a freeway, because, you know, it's just so -- It's so much desert. It's just desert out there. You can see the stars at night. You know, it's quiet. I would really be concerned about -- I just wouldn't want my son to attend a school next to a freeway.

The freeway construction staging plan for the area along Pecos Road would allow for keeping east-west travel open during construction. One side of the freeway would be constructed while traffic remained on Pecos Road. When complete, traffic would be shifted from Pecos Road to the new freeway. At that time, the other side of the freeway would be built. Therefore, traffic would be able to continue to operate as it currently does during construction. However, temporary detours may be needed during construction. (See Final Environmental Impact Statement page 3-27.) Where feasible, noise barriers would be constructed as early as possible in the construction phasing to shield adjacent properties from construction-related noise impacts.

To reduce the amount of construction dust generated, particulate control measures related to construction activities must be followed. The following mitigation measures would be followed, when applicable, in accordance with the most recently accepted version of the Arizona Department of Transportation Standard Specifications for Road and Bridge Construction (2008). Prior to construction and in accordance with Maricopa County Rule 310, Fugitive Dust Ordinance, the contractor shall obtain an approved dust permit from Maricopa County Air Quality Department for all phases of the proposed action. The permit describes measures to be taken to control and regulate air pollutant emissions during construction (see page 4-173 of the Final Environmental Impact Statement).

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138–47; “Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor”). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.

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

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix. As discussed in the Noise Analysis Technical Report prepared for the Final Environmental Impact Statement, the proposed South Mountain Freeway was modeled in the latest version of the Traffic Noise Model (version 2.5). This is a three-dimensional model that factors in elements of the proposed freeway using x, y, and z coordinates. The model did account for the elevations of the freeway, nearby homes, which may be elevated above the roadway, and any recommended barriers between the homes and freeway. This is the same procedure and same model used for other freeway projects in the Valley and across the country.
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<th>Code</th>
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<td>9</td>
<td>people -- This is, I think, the last part of Phoenix that I know of that has that kind of charm and quietness, and you live in the city but you're not in the city. The reason -- People don't move to Ahwatukee because it's convenient. They call it the world’s largest cul-de-sac. I personally moved here because it's not convenient. Both times I moved here, we chose to be as far from the freeway as possible because we knew that's less pollution, less noise, less crime. You build a freeway right through the Ahwatukee Foothills: The charm, I mean, you know, the noise. You would have exits. There would be, you know, who knows? Truck stops, gas stations would be built. Everything that comes with a freeway. Immediately, crime is completely going to change. The crime is relatively not -- It's not bad out here. I mean, it is here, but we don't really worry about it much because, you know, it's too inconvenient. Things don't happen out here. You know, crooks don't want to come out and rob you and then drive 10 miles back to the freeway. It's just too -- You know, it does happen, but I think crime would go up exponentially. The entire -- Again, the inconvenience of Ahwatukee. We're sandwiched back here in the corner, behind the mountain. We have the reservation on the other side. So it's this little micro-environment of: You know, we are part</td>
</tr>
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<td>10</td>
<td>Neighborhoods/Communities While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.</td>
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</table>

While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement beginning on page 4-91).
of Phoenix, but we’re completely separate. And we live here because we love that. We love that.

I don't mind driving, you know, 20 minutes into the city. I just don't mind it. For me, the tradeoff is worth it. I think the entire charm, the neighborhood feel of Ahwatukee which it really has right now, would completely change. I think the impact on what Ahwatukee is, a neighborhood, a quiet neighborhood, a safe neighborhood, a place to raise children, a beautiful neighborhood -- Granted, you know, a lot of that, some of it won't change.

But the long-term impacts on the environment, on South Mountain. You know, I can't imagine climbing that, like we do all the time in the winter, and looking out and it’s, you know, seeing a haze and seeing the freeway instead of just beautiful desert. I mean, it just will change everything. And I -- It would make me so sad to -- I would want to leave. You know, I don't want to be that close to a big freeway. I don't want to be that close to -- to the noise. I don't want to be that close to -- Well, the reason we moved out here is because we’re -- we’re separate. We’re far. We like it that way.

And I -- I think, generally, most people would agree with me. It makes -- It’s a very, very unique neighborhood to Phoenix because of the way it -- because it's the world’s largest cul-de-sac. It is -- It has charm. It has

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<td>11</td>
<td>Visual Resources</td>
<td>Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-170 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.</td>
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</table>
quiet. It has the environment. It has -- We're separated a little bit from the smog because of that. And that's very important to me.

I think a freeway down Pecos Road, where -- where they plan on, is just going to change everything. It's going to change everything. I just can't even imagine it. And it just brings me to tears to think about it. And I hope -- I hope the people, you know, are paying attention and they can find another alternative for this.

Or perhaps don't even build it. You know, ultimately, just leave it the way it is. Phoenix is big enough. You know, things -- Certain things are inconvenient.

But, you know, find another solution because I think I speak for a lot of people. We don't want it. And I think it will just ruin what is the last of Phoenix's very unique neighborhoods.

You know, I would personally want to move to something like Cave Creek, if this happens, because of that.

So I just urge them to consider an alternative, something without the incredible, incredible environmental and neighborhood impact. There is only something like 77,000 residents here. The impact, you know, in the Foothills, to those people, would be enormous comparatively and to each individual family that lives there and the children.

And -- And I think, honestly think -- I can't
Imagine a lot of people staying, because the people that I know live in Ahwatukee because of how it is right now: quiet, serene, less pollution, less crime, dark, quiet. And that would change everything. So they need to find another alternative.

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
I support the Loop 202 South Mountain Freeway. I think that it will benefit the valley greatly both economically, and for the sake of efficiency in traffic flow.

Lindsey Blum
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<tr>
<td>1</td>
<td>I want to express my support for the proposed loop 202. It has been approved by the voters and discussed for over 20 years. The need for it has only increased. As a resident of Laveen for the past 7 years I have seen the great increase in traffic with little increase in businesses. I believe this freeway will help not only the traffic but the economics of the area.</td>
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<td></td>
<td>INCOMING CALL TIME: 10:22 AM</td>
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<td></td>
<td>CALLER: BARB BOBLETT</td>
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<tr>
<td></td>
<td>CALLER ADDRESS: 7118 W. ELLIS STREET, LAVEEN, AZ 85339</td>
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<td></td>
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<td>CALLER REMARKS/QUESTIONS:</td>
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<td></td>
<td>Hi. I just wanted to leave a message with my support for putting in the freeway. Thank you.</td>
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I am a resident of Laveen and I am completely against the new freeway idea as it will destroy the quality of life in this community. We don't want this to become another central Phoenix or Tempe. Life here is peaceful and it needs to stay this way. Please respect the lives of the people of our community and do not build this freeway through the South Mountain area. Freeways divide communities, destroy nature and bring urban blight. We don't want it here.

Theodore G. Bodjanac
Laveen, AZ

The Laveen Village area is anticipated to have a built-out population of over 105,000 (see Final Environmental Impact Statement page 4-14). This proposed level of development places increasing demand on the road network. The City of Phoenix's General Plan for Laveen Village has designated areas along the proposed freeway for commercial development that cannot support the projected densities without implementation of the proposed freeway. Without the proposed freeway, the conversion of land from undeveloped and agricultural uses to residential, commercial, and industrial land uses would likely continue, placing a greater demand on surface streets (see Final Environmental Impact Statement page 4-14).

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

Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.
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<td>2</td>
<td>Purpose and Need</td>
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<td>3</td>
<td>Alternatives</td>
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<td>4</td>
<td>Air Quality</td>
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<td>Health Effects</td>
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<td>6</td>
<td>Section 4(f) and Section 6(f)</td>
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<td>7</td>
<td>Biology, Plants, and Wildlife</td>
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The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

Although the region’s freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22).

Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.

Federal regulations stipulate that an environmental impact statement shall “rigorously explore and objectively evaluate all reasonable alternatives” (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1).

All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the Regional Transportation Plan and were considered during the evaluation of this proposed new Freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.

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

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

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

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

The freeway would also exacerbate urban sprawl and further burden Arizona’s taxpayers. Its construction would continue ADOT’s trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.

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

Sincerely,
Mr. Murray Bolesta
251 W Calle Leche
Green Valley, AZ 85622-1603

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

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<td>05/14/13</td>
<td>2:15 PM</td>
<td>GARY BONEBRIGHT</td>
<td>3844 E. SEQUOIA TRAIL, PHOENIX, AZ 85044</td>
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**CALLER REMARKS/QUESTIONS:**
I support the South Mountain Freeway extension. Thank you.

1

**Comment Document**

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**TELEPHONE CONVERSATION RECORD**

**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

**INCOMING CALL**

- **DATE:** 5/16/13
- **TIME:** 5:31 PM
- **CALLER:** DAVID BOONE
- **CALLER ADDRESS:** CHANDLER, AZ
- **PHONE:** EMAIL:

**CALLER REMARKS/QUESTIONS:**

I do support the Loop 202 South Mountain Freeway going down Pecos Road and connecting to Interstate 10 on the west valley. I am a supporter of that and I would like to see that pushed through. Thank you.
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<td><strong>CALLER:</strong> SHARON BOREADON</td>
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<td></td>
<td><strong>CALLER ADDRESS:</strong> PARADISE VALLEY, AZ</td>
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**CALLER REMARKS/QUESTIONS:**
Hello, I support the 202 freeway extension around South Mountain.

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A Riggs Road Alternative was considered. It would replace 51st Avenue south of its connection to Interstate 10 (Papago Freeway) for approximately 21 miles. It would then replace approximately 4 miles of Beltline Road in an easterly direction.

At the Riggs Road/State Route 347 intersection, the alternative would replace approximately 3 miles of Riggs Road before connecting to Interstate 10 (Maricopa Freeway) (see Final Environmental Impact Statement page 3-9). While the Riggs Road Alternative would serve regional mobility needs, particularly of those living in the Maricopa area, meeting this travel demand would not address specific planning goals for an integrated regional transportation network. The Regional Transportation Plan identifies the proposed South Mountain Freeway as a critical link in the Regional Freeway and Highway System. The Riggs Road Alternative would not complete the Phoenix metropolitan area’s loop system as part of State Route 202L, thereby causing substantial out-of-direction travel for motorists. Therefore, the Riggs Road Alternative would not meet the project’s purpose and need criteria and was eliminated from further study.

In addition, nearly two-thirds of any alternative using Riggs Road would be on Gila River Indian Community land. Tribal sovereignty is based in the inherent authority of Native American tribes to govern themselves. While this notion of sovereignty is manifested in many areas, generally Native American land is held in trust by the United States. Native American communities have the authority to regulate land uses and activities on their lands. States have very limited authority over activities within tribal land (see page 2-1 of the Final Environmental Impact Statement). From a practical standpoint, this means that the Arizona Department of Transportation and Federal Highway Administration do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or condemn tribal land for public benefit through an eminent domain process.

To whom it may concern:

We would urge ADOT to make the connection with I-10 west (59th Ave) starting at Riggs Road and cutting west. This location has very few nearby homes or communities, that would suffer from the huge amount of air and noise pollution generated by a new Freeway.

The proposed route along Pecos road, in contrast, is very close to thousands of homes, along with churches and schools - with many people who would suffer daily from the intense pollution.

We also urge ADOT to avoid cutting into South Mountain Park. The Phoenix area had plenty of roads, highways, and sprawled developments, but the park is a irreplaceable jewel of peace, quiete, and desert habitat within this huge metropolitan areas. To have a freeway there instead would be a tragedy for all of our valley residents and tourist visitors.

Lastly, Pecos road has become a Mecca for bicyclists, runners, roller bladers and others, with its wide shoulders and desert views. Putting a freeway there instead would of course destroy the value and current use of this important road.

Thank you for reviewing our comments, Paul and Pamela Bosch

Thank you,
Felicia Beltran
Senior Community Relations Officer
1855 W Indian St. MD 129F
Phoenix, AZ 85007
602-319-7709

From: Paul Bosch (mailto:paul.bosch@southmountaincc.edu)
To: Projects
Subject: Freeway comment

To whom it may concern:

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Thank you for reviewing our comments, Paul and Pamela Bosch

--
Paul Bosch: Ed.D
Professor of Biology
7050 South 24th Street Phoenix, AZ 85042
phone | 602-305-5795
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email | paul.bosch@southmountaincc.edu
website | www.southmountaincc.edu

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From: Projects  
To: ADOT  
Subject: FW: Build the South Mountain Freeway  
Date: Tuesday, May 14, 2013 9:38:45 AM

From: Jeremiah Botello [mailto:jeremiah.botello@gmail.com]  
Sent: Saturday, May 11, 2013 11:21 AM  
To: Projects; info@buildthe202.com  
Subject: Build the South Mountain Freeway

Let's do it!

--  
Jeremiah Botello

'A disciplined mind is one which can read, write critically and do efficient work in discovery.'

- Mortimer Adler
This section of the freeway is overdue to be built. It is unfortunate that the State did not lock up this land earlier and avoid the extra costs that will be incurred to build it today. I would prefer to see it built on the reservation and let Pecos remain as a street. It could be useful as a relief if there was ever an accident on the new freeway.

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<td>Alternatives, Gila River Indian Community Alignment</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.</td>
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<tr>
<td>7/23/13</td>
<td>4:25 PM</td>
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**CALLER**  
JOHN BOWN

**CALLER ADDRESS**  
2610 EAST BEVERLY ROAD, PHOENIX, ARIZONA 85042

**PHONE**  

**EMAIL**

**CALLER REMARKS/QUESTIONS:**
And I am in support of building the extension of the freeway south of South Mountain to connect the 202 out to the Interstate 10. Thanks bye, bye.

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Soon I will be leaving Arizona and the Ahwatukee Foothills area that I have called home for the past 31 years. ADOT do your best to destroy this wonderful community and I will remember it fondly as it used to be and should remain. What person has this project continuing seems to want to remain hidden but there is no doubt there is a person who is driving this insistently forward. Aside from a few developers and greedy land owners, who couldn't care less about our community, no one wants to see the truck traffic this road will bring. Anyone who has seen the roads and the traffic, as I have for many years traveling for work, knows the attraction of this by-pass will be irresistible for the big rigs. The prevailing winds will blow it all right into the Foothills and into Ahwatukee. Who is it that is so angry with Ahwatukee Foothills?

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<td>1</td>
<td>Purpose and Need</td>
<td>The proposed Loop 202 South Mountain Freeway has been a critical part of the Maricopa Association of Governments’ Regional Freeway and Highway System since it was first included in funding approved by Maricopa County voters in 1985. It was also part of the Regional Transportation Plan funding passed by Maricopa County voters in 2004 through Proposition 400.</td>
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<tr>
<td>2</td>
<td>Purpose and Need, Lack of Support</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.</td>
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<td>3</td>
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<td>Neighborhoods/Communities</td>
<td>While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement beginning on page 4-91).</td>
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The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
From: John Boyer  
To: Projects  
Subject: comments on S Mountain Freeway  
Date: Wednesday, July 24, 2013 3:41:17 PM

As an Ahwatukee senior resident, and supporter of PARC, I oppose the freeway for the following reasons:

Dated projections were used to justify the project. No justification to build it now. Plus growth conditions can change due to water shortages, etc. which could diminish the need of such an expensive and divisive project.

No emergency plan is part of “draft” to evacuate residents in the event of a chemical spill.

Mexican truck traffic would generate high sulphur diesel exhaust fumes, exasperating existing and causing new serious breathing problems.

It is an environmental travesty to ruin South Mountain Park by routing the unnecessary freeway through it. This would never be acceptable in environmental friendly states like Oregon, Washington, or California.

John F. Boyer  
2545 E. Cathedral Rock Drive  
Phoenix, AZ 85048

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<td>4</td>
<td>Air Quality</td>
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<tr>
<td>5</td>
<td>Section 4(f) and Section 6(f)</td>
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I am in favor of the new Freeway. I support either the W59 alternative or the W101 Central alternative with a preference of the W101. I believe that the study participants have put forth a good faith effort to determine all the possible impacts that this new freeway will have and have done a good job of mitigating those impacts with the alternatives proposed. Phoenix is going to continue to grow whether this freeway is built or not, the only way to keep Phoenix a great place to live is to provide the people with adequate infrastructure.

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

## Comment Document

**TELEPHONE CONVERSATION RECORD**  
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

<table>
<thead>
<tr>
<th>Incoming Call</th>
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<tr>
<td>DATE: 5/15/13</td>
<td>TIME: 6:23 PM</td>
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</table>

**CALLER:** JOANNE BRADFORD  
**CALLER ADDRESS:** QUEEN CREEK, AZ  
**PHONE:** EMAIL:

**CALLER REMARKS/QUESTIONS:**
I support the building of the new freeway. Thank you. Bye.

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<td>1</td>
<td>Comment noted.</td>
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From: Projects
To: ADOT
Subject: FW: Support South Mountain Loop 202
Date: Monday, May 20, 2013 8:32:25 AM

-----Original Message-----
From: Mike C. Bradley [mailto:mcbradley@safeguard.us]
Sent: Saturday, May 18, 2013 5:57 AM
To: Projects
Subject: Support South Mountain Loop 202

I'm writing in support of the building of the South Mountain Loop 202 Extension. This route is long overdue and will have a long term positive impact in our valley. I'm an Awhatukee/Foothills resident of 20 years and I urge you to move forward to build this freeway.

Mike Bradley
Sent from my iPad

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<tr>
<td>To:</td>
<td>ADOT</td>
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<tr>
<td>Subject:</td>
<td>FW: 202</td>
</tr>
<tr>
<td>Date:</td>
<td>Monday, May 20, 2013 8:31:52 AM</td>
</tr>
</tbody>
</table>

-----Original Message-----
From: Carol Bradley [mailto:mutzeraz@yahoo.com]
Sent: Saturday, May 18, 2013 8:29 AM
To: Projects
Subject: 202

I do NOT want 202 too many trucks
Sent from my iPhone

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
From: Kenneth Bradley  
To: Projects  
Subject: South Mountain Freeway  
Date: Tuesday, July 23, 2013 6:17:58 PM

I would like to express my desire for a no build option on the proposed loop 202 South Mountain Freeway. I use Pecos Road for biking and find the unobstructed view of the mountains important to my community.

I do not want Ahwatukee to become a major thoroughfare for cross-country traffic. I believe this proposed freeway is a waste of taxpayer money.

Thank you for your time and consideration.

Kenneth Bradley  
4023 E. Hiddenview Drive  
Phoenix, AZ 85048

---

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

2 Design  
The study has considered concepts for parallel multiuse paths; however, the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.

3 Neighborhoods/Communities  
While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement beginning on page 4-91).

4 Visual Resources  
Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-170 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.

5 Purpose and Need, Truck Bypass  
The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
From: Projects
To: ADOT
Subject: FW:
Date: Monday, May 20, 2013 8:27:42 AM

From: catherine bradshaw [mailto:catherine_bradshaw@yahoo.com]
Sent: Saturday, May 18, 2013 1:56 PM
To: Projects
Subject: 

I support building 202

Cathy

Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.
From: Bob Brady [mailto:bob051904@yahoo.com]
Sent: Sunday, May 19, 2013 9:01 PM
To: Projects
Subject: 202 Red Mountain Freeway

AZDOT,

I support the 202 Red Mountain Freeway build. Traffic is constantly getting worse and will never get better. I understand that this is an expensive project, however, it will never be cheaper to build that right now and the need will only increase!

If more tax is needed for this project I for one will pay more taxes as this is a vital project and if Arizona is to continue to grow and attract more people and more business we must build it and as soon as possible. Thank you for listening to my thoughts!

Best Regards,

Robert H. Brady
The determination to not include an interchange at 32nd Street was made in coordination with the City of Phoenix (see Figure 3-8 on page 3-15 of the Draft Environmental Impact Statement). The interchange would have displaced more than 100 homes and would have been located near an existing high school. The City recommended that, based on these impacts, the interchange be removed from the study. In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system, including the shift of access to Foothills Reserve and Calabrea from Pecos Road to Chandler Boulevard. The City study found no adverse effects on the local street system from the freeway (see Appendix 3-1 in the Final Environmental Impact Statement).
Build it! When looking at what has been done for the freeway transportation system in the Phoenix metro area, it is more than obvious that the Loop 202 (South Mountain Freeway) is the primary component that is missing. When we see 2nd tier freeways being built prior to this (e.g. 303) and see what local government officials have been able to influence extensions from other freeways (e.g. State Route 802), it only becomes a question of who else needs to be brought into the process of assuring that the 202 South Mountain is built. It is necessary for reasons articulated much better and in much more detail in the EIS than I can provide in these comments.

Dave Brandt
TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL
DATE: 05/10/13
TIME: 9:45 AM
CALLER: TUNDA BRAXTON
CALLER ADDRESS: 7118 W. MALDONADO ROAD, LA VEN, AZ 85339
PHONE: 602-233-1244
EMAIL:

CALLER REMARKS/QUESTIONS:
I am in favor of the South Mountain Freeway.

Comment Response Appendix

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I support the construction/extension of the 202 through Ahwatukee into the 10.
SOUTH MOUNTAIN PUBLIC HEARING
Public comments to reporter)
May 21, 2013
10:00 a.m.
REPORTED BY:
Bonnie Ponce, RPR
AZ Certified Reporter No. 50669

MS. BRENNAN: Catherine Brennan.
So I’m just -- I’m for the Loop 202 because
it’s going to help with economic development in Laveen
and help bridge the two communities of the East and
West Valley.
at the registration desk, with the exception of some of the pre-registered folks. And we will wait until they arrive or until the next person has registered. Patrick Brennan. Patrick Brennan. Are you Patrick Brennan? MR. BRENNAN: Yes. Sorry it took a minute to get in here. I haven’t been watching, so I’m not sure of the appropriate format to address you guys, but --

THE FACILITATOR: You just have three minutes to provide your comments. If you exceed the three minutes, you’re welcome to provide your information to our court reporters.

MR. BRENNAN: My name is Patrick Brennan; I live in South Phoenix, in the 85042 zip code, which is the eastern portion of South Phoenix. Although I do own a home in Laveen, which is currently rented, is where we used to live. And so I like to think that I have both the economic interest on the Laveen side of this issue, as well as some interest in how this freeway stands to impact the overall South Phoenix area, which is inclusive of the Laveen, South Mountain, and Ahwatukee Villages.

On one hand, from the Laveen side, I've been pretty actively involved in advocating for the
for a number of years, part of that is because of my background as a brand development specialist in hospitality, which allowed me to work with a whole lot of folks in the commercial real estate industry, and particularly on the development side, and one of the absolute truths that we can see about new development areas like this that have grown as much as they have in recent years in population, is that we are looking for commercial amenities, we're looking for healthcare, and we're looking for other basic things that that population needs, and we can't get that until we have some way to decrease drive times to about 10 minutes, 5 minutes, 10 minutes, 15 minutes, tend to be kind of the general rules of thumb, depending on what we're talking about.

And so in Laveen we have just over 40,000 households. In Ahwatukee, we have plenty more, I'm not sure of the precise number, what I do know is that the entire western portion of Ahwatukee is fairly isolated from the amenities that are accessible to the eastern portion of Ahwatukee. So what we'd like to see is bringing those areas together, the Ahwatukee and Laveen communities, simply so that we can get through some of those thresholds of population count. Bring in the...
1 hospital, bring in some retail and everything else.
2 Now, one of the other issues, I know
3 you're hearing from plenty of people who live
4 particularly in some of the older, more established
5 areas of Laveen close to 51st Avenue who've seen
6 traffic just increase dramatically on 51st Avenue,
7 and it's become really hazardous to the community in
8 the surrounding area. We're seeing the same thing on
9 Baseline, Baseline Road. Now living further east, I
10 never thought that I would be as impacted by this,
11 but we are; we see surface traffic from trucks that
12 are being diverted off the freeway for various
13 reasons. Some of them just use the area as a
14 short-cut. We're also seeing the -- all the other
15 overflow traffic every time there's an accident or
16 something else.
17 We know that we have air pollution
18 problems in South Phoenix that desperately need to be
19 addressed, but I think it's time we bring those cars
20 off the street and help them get through as fast as
21 possible. And I'm over time. Thank you.
22 THE FACILITATOR: Okay. Thanks, Ed
23
24 MR. MEEARS: Thank you very much for
25 inviting us. Can you guys hear me just fine?

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
1 would be feasible. And that's what I've got.

MR. HAMILTON: I just did a comment via the computer, but I thought of something else.

COURT REPORTER: Okay. What is it?

MR. HAMILTON: You mean, specifically, my comment?

COURT REPORTER: Yes.

MR. HAMILTON: I would like ADOT to keep the preferred route, the purple route, in the west end. That's the only -- That's the only thing I forgot to add to my original comment.

MR. BRENNAN: Okay. So I already spoke inside, regarding some of the impacts specifically with traffic.

Oh, you have to do every stutter and "Oh," don't you? I'm sorry.

Traffic, particularly with existing traffic conditions with the trucks, the warehousing and shipping business located to the north of Laveen, currently using 51st Avenue going south, as well as spilling over frequently onto our surface streets like Baseline Road, as well as whenever traffic incidents slow traffic on the I-10, which pushes traffic onto our surface streets, and I think that that creates a negative impact on both the Laveen community as well as the rest of the South Mountain/South Phoenix area, which is where I presently live, and have previously lived in Laveen and remain fairly active in that part of the South Phoenix area.
community, as well.

Some of the other things that I think are important to look at are the economic impacts. We've talked quite a bit about the population thresholds that we need to reach, for the sake of a hospital and for regional retail and other commercial amenities, additional employment for the area, for instance.

And I think, in addition to that, one of the other things to look at is housing. And we currently have a shortage of housing available for sale in the Phoenix market, which is why we see the construction and general construction-related services industries now lobbying in favor of the Loop 202. What I think is an important nuance to that part of the discussion is that we're not looking at overall increasing housing for the Phoenix area and looking at increasing growth for the Phoenix area. What we are looking at, however, is increasing the incentives for growth in an area that's closer to our current population centers, that geographically would be in the central Phoenix area, close to downtown Phoenix, stretching across to Tempe. So, if we actually want to dissuade people from moving to the outskirts, like Queen Creek on the southeast side or to the extreme northwest side of town, and continue putting pressure on the northeast-to-southeast growth of population, then we absolutely need the infrastructure in this area, which creates that development opportunity in a more in-fill type...
location and also at the same time enhances the amenities within the City of Phoenix, keeps tax dollars here, keeps people able to stay within the lesser range for seeking out employment or shopping. And I think that’s about all that I can muster at this point, so I will probably be back if that’s okay.

MS. DAD: I’m in favor of the acquisition for the freeway. I think it will be a benefit for the west side of the -- of the -- of the area, for people to be able to travel from the west side to the east side, avoiding the midtown congestion. I think they have studied every stick and stone and that they can now move forward and pick the 59 route. I think that is the best one for the freeway. That’s it. I’m in favor of it.

MR. CARRILLO: I’ve been a resident of South Phoenix, in Laveen, all my life, which is 38 years old. I mean, I’m 38 years old now. And, absolutely, there’s no question, the freeway being built would be the absolute best for that community in Laveen. And I did hold back in putting in my opinion, to study more concerning the South Mountain, the Gila River. A lot of them are my friends, and I understand their -- their dissatisfaction with everything. But I do understand that they also had a problem with the casino first coming in there, a lot of these friends of mine. And, now that the casino has become something...
1 lineup -- 59th connection would be an economic engine. And so it's designed that way. The setbacks are already set up that way. And it would be a -- It would just be a win/win for everybody at the end of the day.

And you're taking that from a person who lives in Tolleson but is employed by the City of Phoenix. So it's a win/win for me because that's how -- that's how I feed my family, with the City of Phoenix.

And the sales-tax revenue coming back to the City would be huge, especially during these -- especially during these difficult economic times. And who knows -- who knows how long it's going to last? But also because, as a long-term, long-time -- actually, life-long resident of the City of Tolleson, I would hate to see what happened to our city many, many moons ago happen again.

And so that, my friend, is what I have to say.

MR. BRENNAN: Another point that I would like to bring up regarding, sort of, a land-use concern of the Loop 202 is, in light of the recent Brookings Institution report that has been publicized in the last week regarding the shift in poverty from more urban to suburban areas around the country, while not being a total shift in the share of impoverished populations, it does illustrate the challenges that more suburban areas are -- are experiencing in trying to address those social problems.
And the issue with Laveen is that it has always been planned as a lower-density overall area, which has grown significantly in population. And as we see these populations would need, moving in to Laveen and actually Ahwatukee, as well, we are ill-prepared to handle those social needs that come with that increase in population.

And it's not just the low-income populations, but it's others that also have that kind of need. So without the freeway, we're not going to have that concentration of resources or really much opportunity to develop that concentration of resources. So, like the hospital argument where we need to bridge the populations to give ample rooftop counts to support a hospital, the same is going to be true of any other social services and -- and other amenities or public resources that -- that are there to serve based on larger concentrations of population. That's all.

MS. WINKLER: I think I am in favor of this. I think this is a good idea. I live in the central city area, and I know that a lot of people in the Ahwatukee area may be in opposition to this.

But I particularly look at this as an issue of equality, that if the rest of the city all has to have freeways that border or come into their areas, that no one single area should be exempt. I think it will complete the grid system for the freeway if -- the freeway grid system.
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**TELEPHONE CONVERSATION RECORD**
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

**INCOMING CALL**
**DATE:** 05/13/13  **TIME:** 2:24 PM

**CALLER:** MIKE BRENNAN  **CALLER ADDRESS:** 1777 E. MARQUETTE DRIVE, GILBERT, AZ 85234

**CALLER REMARKS/QUESTIONS:**
I would like to voice my support for the Loop 202 South Mountain Freeway. Thank you.

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From: Jaime Bresson [mailto:jbresson2001@yahoo.com]
Sent: Saturday, May 18, 2013 9:53 PM
To: Projects
Subject: 202 Freeway

Please approve and authorize construction of the new freeway.

Thank you,
Jaime Bresson
And I also feel like all the health, like, complications to bring up, it's just crazy.
Because I take early childhood and we talked about how freeways affect children and development and birth, and it's -- it's not good, like, at all. And I don't see how people can, like, just sit there and say they're for it without even thinking about all this stuff before and ahead of time.
And people are going to wish they didn't have this freeway. Like in, like, hundreds of years, they're going to wish we, like, stopped now and stopped, like, building stuff. And we don't have the money to build this stuff anyways, in the first place, with our economy. So, yeah, that's how I feel about this freeway.

MR. BRIGGS: Tom C. Briggs. And then --
I'm trying to think. My one suggestion would be is, try to work at removing the 32nd Street bridge and work to provide the U-Haul storage place with access through the tribal lands. No need to build a multibillion dollar bridge for that sole business's benefit. That's one.
The other comment would be within the

---

As noted in the comment, the bridge at 32nd Street is provided to allow existing access to a business to remain after construction of the proposed freeway. Because the business is located on Gila River Indian Community land, the Arizona Department of Transportation does not have the ability to acquire or relocate the business. Nor can the Arizona Department of Transportation construct alternative access roads on Gila River Indian Community land without the permission of the Gila River Indian Community. Tribal sovereignty is based in the inherent authority of Native American tribes to govern themselves. While this notion of sovereignty is manifested in many areas, generally Native American land is held in trust by the United States. Native American communities have the authority to regulate land uses and activities on their lands. States have very limited authority over activities within tribal land (see page 2-1 of the Final Environmental Impact Statement). From a practical standpoint, this means that the Arizona Department of Transportation and Federal Highway Administration do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or condemn tribal land for public benefit through an eminent domain process.
The current level of engineering is used to determine the limits of environmental and construction impacts due to the proposed freeway. The location and profile of the freeway are evaluated to minimize potential changes to the freeway as the design level would progress. The current level of engineering is an accepted industry standard for determining impacts. (See Final Environmental Impact Statement sidebar on page 3-40 for more discussion.)

Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com
**TELEPHONE CONVERSATION RECORD**

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**CALLER:** KIM BRITTAIN  
**ADDRESS:** 2765 E. HOBBART STREET, GILBERT, AZ 85296  
**PHONE:** 602-488-3934  
**EMAIL:**

**CALLER REMARKS/QUESTIONS:**

I use the 202 quite frequently and go up to the 10 and around Phoenix and the South Mountain Freeway would be awesome. Also coming from a position where my family had to sell our property, our way of living, our business, to the state in the 80's in order to have the 143 go through and this was at the time devastating, but it was for the greater good and I do not think a handful of people should be holding the entire Metro Phoenix area to congestion and needless gas. Also I think it would make that neighborhood a lot less congested and people would not have to use 48th Street going north and they could get out of Ahwatukee relatively easily and have two choices Pecos or the I-10.

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The Loop 202 South Mountain freeway will have a significant negative impact on air quality. Its proposed proximity to so many schools, churches, parks, and even a YMCA puts children and adults who are asthmatic at risk for severe complications due to the dust and toxins released during construction, as well as increased pollution from the anticipated traffic on the new freeway. Phoenix has enough pollution already, and the number of high pollution days is already at an unacceptable level.

In addition, Valley Fever is on the rise, and the construction increases the likelihood that residents in the affected area will contract the disease, which is incurable and can be fatal. Valley Fever is contracted when spores are released from dirt, usually during construction.

Two members of our family are asthmatic, and we live in the Lakewood neighborhood. I fear the impact this freeway will have on the health of my family, both from the pollution impact and the potential for Valley Fever. Please examine and consider the health impact of this build on residents whose homes, churches, and schools are close to the proposed build site. So many people have asthma and other pulmonary issues; building this freeway so close to a residential community will do them irreparable harm. Do not build this freeway, or build it in an area that is not close to schools, churches, and other places where children congregate.

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

Detecting the fungus responsible for valley fever in soils is not practical at this time. However, to reduce the amount of construction dust generated that could carry the fungus, particulate control measures related to construction activities would be followed. The following mitigation measures would be followed, when applicable, in accordance with the most recently accepted version of the Arizona Department of Transportation Standard Specifications for Road and Bridge Construction (2008). Prior to construction and in accordance with Maricopa County Rule 310, Fugitive Dust Ordinance, the contractor shall obtain an approved dust permit from the Maricopa County Air Quality Department for all phases of the proposed action. The permit describes measures to be taken to control and regulate air pollutant emissions during construction (see page 4-173 of the Final Environmental Impact Statement).

While the City has some ability to control development through its zoning ordinances, the City does not have the authority to stop private land from being developed. The Arizona Department of Transportation was able to acquire large tracts of land along the Pecos Road alignment in the 1980s, but funding shortfalls kept the Arizona Department of Transportation from acquiring all of the needed land. Developers were aware of the potential freeway and made the decision to develop the land despite the risk that the freeway would eventually be built. Citizens were also aware of the potential and chose to buy homes near the freeway despite the same risk. Information related to freeway awareness and the responsibilities of the City of Phoenix, developers, and the Arizona Department of Transportation related to disclosure of the planning for the freeway is presented on page 4-13 of the Final Environmental Impact Statement.
<table>
<thead>
<tr>
<th>Code</th>
<th>Comment Document</th>
</tr>
</thead>
</table>
| 1    | **TELEPHONE CONVERSATION RECORD**  
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**  
**INCOMING CALL**  
DATE: 5/15/13  
TIME: 2:13 PM  
**CALLER:** THERESA BROOKING  
**ADDRESS:** TEMPE, AZ  
**PHONE:** EMAIL  
**CALLER REMARKS/QUESTIONS:**  
I would like to have it noted that I am a registered voter and in favor of the South Mountain Freeway project. Thank you. |

<table>
<thead>
<tr>
<th>Code</th>
<th>Issue</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td>Comment noted.</td>
</tr>
</tbody>
</table>
From: Dann Brooks [mailto:montanabigsky2@yahoo.com]
Sent: Friday, May 17, 2013 6:19 PM
To: Projects
Subject: We need this freeway bypassing Tempe & Awatooki areas for many a year. The setting in long lines with engines idling & over heating & such causes more air pollution than if traffic can get on out of town. Actually 107th or 99th avenues north to Riggs rd would be a better choice. But actually I'll vote on this project from 50th ave. north to Riggs as no other choice.

Thank you, DCB

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---

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---

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

2 | Alternatives | A Riggs Road Alternative was considered. It would replace 51st Avenue south of its connection to Interstate 10 (Papago Freeway) for approximately 21 miles. It would then replace approximately 4 miles of Beltline Road in an easterly direction. At the Riggs Road/State Route 347 intersection, the alternative would replace approximately 3 miles of Riggs Road before connecting to Interstate 10 (Maricopa Freeway) (see Final Environmental Impact Statement page 3-9). While the Riggs Road Alternative would serve regional mobility needs, particularly of those living in the Maricopa area, meeting this travel demand would not address specific planning goals for an integrated regional transportation network. The Regional Transportation Plan identifies the proposed South Mountain Freeway as a critical link in the Regional Freeway and Highway System. The Riggs Road Alternative would not complete the Phoenix metropolitan area's loop system as part of State Route 202L, thereby causing substantial out-of-direction travel for motorists. Therefore, the Riggs Road Alternative would not meet the project's purpose and need criteria and was eliminated from further study.

In addition, nearly two-thirds of any alternative using Riggs Road would be on Gila River Indian Community land. Tribal sovereignty is based in the inherent authority of Native American tribes to govern themselves. While this notion of sovereignty is manifested in many areas, generally Native American land is held in trust by the United States. Native American communities have the authority to regulate land uses and activities on their lands. States have very limited authority over activities within tribal land (see page 2-1 of the Final Environmental Impact Statement). From a practical standpoint, this means that the Arizona Department of Transportation and Federal Highway Administration do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or condemn tribal land for public benefit through an eminent domain process.
From: Dann Brooks [mailto:montanabigsky2@yahoo.com]
Send: Friday, May 17, 2013 6:21 PM
To: Projects
Subject: Here’s my vote FOR the 202 South Mt. project, also.
From: Projects
To: ADOT
Subject: FW: S. Mountain Freeway
Date: Monday, May 20, 2013 8:27:34 AM

-----Original Message-----
From: Jerry. Brooks [mailto:brooksdidit@aol.com]
Sent: Saturday, May 18, 2013 4:07 PM
To: Projects
Subject: S. Mountain Freeway

I strongly support the construction of S. Mountain Freeway at the earliest possible date.

Jerry Brooks
Chandler, AZ

Sent from my iPhone

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Colleen Brosnan

I moved to Phoenix in late 1993 and began looking for a house to buy in the area in early 1994. My realtor advised me not to look anywhere near Pecos Road (even though houses were cheaper than in Mountain Park Ranch) because a freeway was going to be built there.

Now, almost 20 years later, a church, school, and many houses have been built in that exact location--and people are protesting the freeway! Either their realtors didn't give them the information I gave or they didn't do due diligence on their own--or they chose to ignore it.

I commuted on I-10 for years and suffered through heavy traffic all the time. PLEASE get this freeway built! It will relieve congestion and pollution along I-10, which gets worse every year because traffic increases, not decreases, along this route!

Yes, it's too bad that some played Russian roulette with their choice of property, but that was their choice. Don't penalize the rest of us for their choices.

Comment noted.
From: azcolleen
To: Projects
Subject: South Mountain Freeway
Date: Tuesday, June 11, 2013 10:35:49 AM

I moved to Phoenix in late 1993 and began looking for a house to buy in the area in early 1994. My realtor advised me not to look anywhere near Pecos Road (even though houses were cheaper than in Mountain Park Ranch) because a freeway was going to be built there.

Now, almost 20 years later, a church, school, and many houses have been built in that exact location—and people are protesting the freeway! Either their realtors didn’t give them the information I gave or they didn’t do due diligence on their own—or they chose to ignore it.

I commuted on I-10 for years and suffered through heavy traffic all the time. PLEASE get this freeway built! It will relieve congestion and pollution along I-10, which gets worse every year because traffic increases, not decreases, along this route!

Yes, it’s too bad that some played Russian roulette with their choice of property, but that was their choice. Don’t penalize the rest of us for their choices.

Colleen Bronnan
3204 E. Cathedral Rock Dr.
Phoenix, AZ 85048
From: Brad Brown [mailto:Brad.Brown@swgas.com]
Sent: Friday, May 17, 2013 3:29 PM
To: Projects
Subject: Support for South Mountain 202

I am writing to let you know that I support the extension of the Loop 202 South Mountain Freeway. I have no preference of whether it is built on the Gila River Indian Community property or on already purchased and required purchase of Right of Way.

I understand that if it is located off of the Community property, it may displace some existing homes and properties. I think that the net benefit to the Phoenix area will be worth the inconvenience of some existing homeowners and/or churches.

Completing the extension of the 202 around South Mountain is critical to the future of the Valley of the Sun.

I support the 202 extension!

Sincerely, Brad Brown - Gilbert Resident, Phoenix area native of over 50 years.

************************************************************************
************************************************************************

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Thank you for your cooperation.

Comment Response Appendix

<table>
<thead>
<tr>
<th>Code</th>
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<tbody>
<tr>
<td>1</td>
<td></td>
<td>Comment noted.</td>
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</tbody>
</table>
From: Michelle Thompson  
To: ADOT  
Subject: FW: Opposition to South Mountain 202  
Date: Monday, May 20, 2013 2:55:06 PM

Michelle Thompson  
Senior Community Relations Officer  
1655 W. Jackson St. MD: 126F  
Phoenix, AZ 85007  
602.316.4057  
azdot.gov

From: Brown, Lawrence ([mailto:lbrown@swlaw.com])  
Sent: Monday, May 20, 2013 2:40 PM  
To: Projects  
Subject: Opposition to South Mountain 202

To Whom It May Concern:

I work in downtown Phoenix, Arizona and would like to voice my opposition to the proposed construction of the South Mountain 202 along the Pecos alignment in southern Phoenix.

I am a voter and taxpayer and would ask that ADOT only develop the South Mountain 202 if an alternative alignment were obtained. Traffic patterns on the I-10 have been reasonable over the past several years; the only times when traffic has been particularly burdensome has been when ADOT closes lanes on the freeway or arterial roads are closed down. My understanding is that (in coordination with ADOT) the City is soon to put much of the arterial system around Pointe South Mountain under construction. I wonder if the intent is to purposely cause driver frustration in an effort to generate support for the South Mountain 202. I would caution against that approach as it will, inevitably, undermine credibility and faith in your endeavors.

I oppose the Pecos alignment as I know it will significantly and adversely impact the neighboring community.

Thank you for your consideration of one person/families’ viewpoint.

Lawrence Brown  
Snell & Wilmer  
Phoenix, Arizona  
602-382-6510

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

** * * *

CHRIS BROWN: I am totally for the project, the South Mountain Project, especially if it
improves drive times.
I drive a lot for business from the south part of town, like Maricopa, the city of Maricopa,
and have to get to like Buckeye and west valley cities and I think South Mountain would cut down
on travel time quite a bit.
I am very much for it.

*****

JENNIFER NELSON: I am in support of the Loop 202 South Mountain Freeway, specifically the W59 Alternative. I am a resident for seven years of Laveen and South Mountain. Previously I spoke before the panel of all of the statistics that will positively impact this community, including the quality of life, the infrastructure, and the feasibility of being able to connect the east and west valley. I have requested the design and construction of community-value additions, such as a

---

Comment noted.
### TELEPHONE CONVERSATION RECORD

**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Caller</th>
<th>Caller Address</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>5/16/13</td>
<td>5:07 PM</td>
<td>NADINE MARNA BROWN</td>
<td>12044 S. TOHI, PHOENIX, AZ 85044</td>
<td></td>
</tr>
</tbody>
</table>

**CALLER REMARKS/QUESTIONS:**

I would like to leave my message that I do support that freeway. We need it and it should be done. It's been approved by the voters and thought that meant that it should go through. Thank you.

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<tbody>
<tr>
<td>1</td>
<td></td>
<td>Comment noted.</td>
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</table>
The only alternative for the South Mountain Freeway that makes any sense is the option W101 alternative. The purpose of the "extension" is to connect the Valley freeways and make it easier to travel throughout the "valley".

The current favored connection of the loop 202 freeway makes no logical sense. You are talking about taking the loop 202 off of the I-10 freeway and expanding the lanes of the I-10 both approaching the freeway exchange and leaving the exchange. Anyone who drives the I-10 freeway going East in the morning or going West in the evening can tell you what a lane reduction means to the traffic on the freeway. The I-10 reduces, going West at 35th Avenue, which creates a huge bottleneck. Should you make the 202 interchange at 59th or 63rd Avenue it will create the same bottleneck traffic situation. I cannot believe that the planners for this freeway are blind to this situation.

If, however, the 202 connects with the 101 freeway, continuing South, there would not be that bottleneck situation, and it would connect seamlessly with the Northbound 101 freeway and would indeed better connect the North and South valley, and in addition give faster and safer transport to the Vee-Quiva casino and the I-10 southbound to Tucson.I strenuously object to the current plan for the 202 freeway extension.

As planned, the current 202 freeway plan would create more traffic problems for the Valley than it will alleviate.
Thank you for your attention to my concerns,

Nicola Brown
As residents of Laveen for 12 years, we would love to see the Loop 202 be built as has been the plan. This freeway can do for Laveen and Ahwatukee what the Loop 101 did for Glendale, bringing much-needed retail, economic development and a boost to property values. It also will relieve traffic congestion on the I-10 and on 51st Avenue, which is filled with big-rigs at all hours of the day. Voters have already supported this freeway twice. There is no reason to continue delaying.

- Megan Brownell

Document Created: 5/21/2013 7:08:31 PM by Web Comment Form

Code | Issue | Response |
--- | --- | --- |
1 | Comment noted. |
From: J Browning [mailto:jc.browning2@gmail.com]
Sent: Tuesday, May 21, 2013 2:31 PM
To: Projects
Subject: South Mountain Freeway

Hello,

Connecting the 101 to the 202 will drastically improve traffic flow from the east and south valley to the north and west valley. It will also improve commerce in the southwestern area, reduce carbon monoxide gasses, and limit traffic and excessive wear and tear on the already oversused urban streets in the Laveen area. In addition, after its completion, it will have limited to no negative impact to the South Mountain area. I am a resident of Trail Side Point (67 and Southern) and highly encourage this freeway to be built in my area. My preference is for the W101 Central or Eastern Option and for it to be built during the first phase of construction.

Respectfully,

Jason Browning

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TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL
DATE: 5/16/13
TIME: 6:09 PM

CALLER: JIM BRUNNER
CALLER ADDRESS: 2848 E. HOUSTON, GILBERT, AZ 85234

CALLER REMARKS/QUESTIONS:
I am calling in support of the South Mountain Freeway. I think that would be awesome. It would reduce a tremendous amount of traffic going through Phoenix, especially the big cross-country truck rigs. So, if that can be built, it would be incredible. Bye

Response:
Comment noted.
As Phoenix continues to experience population growth, it is imperative to plan accordingly with our freeway/traffic plan. Without projects such as the 202 extension, congestion will get significantly worse for not only freeway traffic traveling through Phoenix, but for all residents living and working within Phoenix. Alleviating some of this congestion will have notable economic and quality of life impacts/improvements.

Code  Comment Document
1  Chad Buck

<table>
<thead>
<tr>
<th>Code</th>
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<tbody>
<tr>
<td>1</td>
<td></td>
<td>Comment noted.</td>
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</table>
No to 202! The state and agencies responsible for our roads have failed miserably for years. The biggest example of this is the I-10 freeway, especially in the east valley. The section of I-10 between Chandler Blvd. and the I-10/I-17 split near 7th Street is a virtual parking lot every weekday morning and evening. Until we have a resolution for dealing with I-10 we shouldn't spend billions of dollars to connect more vehicles and traffic congestion to it.

The committee needs to address I-10 first and if they can't take that on find another hobby that doesn't consist of wasting billions of dollars on needless freeways or light rail system (confirmed example of government wasteful spending with ROI nowhere near "expert" estimates).

At a time when our school systems continue to rank last or near the bottom in our Country I can't see spending billions on a freeway:

- nobody wants
- causes more traffic delays on I-10
- creates a virtual parking lot for east valley commuters
- ruins established communities
- harms the health of our citizens and nearby schools
- destroys homes, churches and business needlessly
- doesn't address the real issues we have in this state.

No-2-202!

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<tr>
<th>Code</th>
<th>Purpose and Need</th>
<th>Response</th>
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<tbody>
<tr>
<td>1</td>
<td>The proposed freeway is part of the multimodal Regional Transportation Plan (see Final Environmental Impact Statement page 1-5 for more information regarding the Regional Transportation Plan). The determination of purpose and need for the proposed project includes an assumption that substantial improvements would be made to the Interstate 10 corridor between State Route 51 and U.S. Route 60 (see Final Environmental Impact Statement page 1-13). The Maricopa Association of Governments, in coordination with the Arizona Department of Transportation recently completed the Southeast Corridor Major Investment Study (see &lt;azmag.gov/Projects/&gt;) and developed multimodal concepts for addressing transportation issues in the Interstate 10 corridor. Even with these planned improvements to Interstate 10, the proposed project remains a vital component of the Regional Freeway and Highway System.</td>
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<tr>
<th>Code</th>
<th>Purpose and Need, Lack of Support</th>
<th>Response</th>
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<tbody>
<tr>
<td>2</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.</td>
<td></td>
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<tr>
<th>Code</th>
<th>Traffic</th>
<th>Response</th>
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<tbody>
<tr>
<td>3</td>
<td>An assessment of conditions with and without the freeway in 2035 is presented beginning on Final Environmental Impact Statement page 3-27. The results of the assessment, supporting the need for the proposed freeway, are summarized in Final Environmental Impact Statement Table 3-9 on page 3-38.</td>
<td></td>
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<tr>
<th>Code</th>
<th>Purpose and Need</th>
<th>Response</th>
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<td>4</td>
<td>Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.</td>
<td></td>
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<tr>
<th>Code</th>
<th>Neighborhoods/Communities</th>
<th>Response</th>
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<tr>
<td>5</td>
<td>Generally, a freeway is perceived as incompatible with local businesses because the facility could divide service areas, resulting in limited local access and negatively affecting the market share necessary for their sustainability. While neighborhood businesses rely on a local customer base, the proposed freeway may, on the other hand, provide additional and improved access to some neighborhood businesses (see Final Environmental Impact Statement page 4-16).</td>
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<tr>
<th>Code</th>
<th>Health Effects</th>
<th>Response</th>
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<tr>
<td>6</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.</td>
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<tr>
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<th>Response</th>
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<td>7</td>
<td>Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)</td>
<td></td>
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</tbody>
</table>
TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL
DATE: 5/17/13
TIME: 4:13 PM
CALLER: BETTY BUELL
CALLER ADDRESS: 6884 N. 36TH STREET, PHOENIX, AZ 85018
PHONE: EMAIL:

CALLER REMARKS/QUESTIONS:
I support the South Mountain Freeway. Thank you.

1 Comment noted.
<table>
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<tr>
<th>Code</th>
<th>Issue</th>
<th>Response</th>
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<tbody>
<tr>
<td>1</td>
<td>Alternatives</td>
<td>Upon completion of the environmental impact statement process, and if the Selected Alternative were to be an action alternative, the Arizona Department of Transportation would begin the design phase, which would be followed by the final right-of-way acquisition process. Then other early construction tasks such as utility relocations would begin. The corridor would be divided into multiple final design segments. Construction sequencing and duration could change based on several factors, including funding availability, traffic volumes, coordination with other major freeway projects, earthwork balancing, utility relocation schedules, and regional priorities.</td>
</tr>
</tbody>
</table>

From: Roberto Buenaver [mailto:Roberto@gdc-az.com]  
Sent: Monday, May 06, 2013 12:00 PM  
To: Projects  
Subject: South Mountian Freeway  
To whom it may concern,

I am aware that a hearing will be held to review the Draft EIS for Loop 202 on May 21, 2013. I did not see any anticipated construction timing for this project on the ADOT website.

Is there currently any anticipated construction timing for this project that ADOT can share with the public?

Thank you.

Roberto

Roberto Buenaver | Garrett Development Corporation  
Camelback Square  
6991 East Camelback Road, Suite B-297  
Scottsdale, Arizona 85251  
Direct: 480-970-4000 | Main: 480-970-4001 | Mobile: 480-215-8392  
roberto@gdc-az.com

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From: Projects
To: ADOT
Subject: FW: Loop 202 South Mountain freeway
Date: Tuesday, July 02, 2013 2:04:28 PM
Attachments: image001.png

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

From: Roberto Buenaver [mailto:Roberto@gdc-az.com]
Sent: Tuesday, July 02, 2013 1:34 PM
To: Projects
Subject: Loop 202 South Mountain freeway

To whom it may concern:

I am looking to obtain more information on the anticipated start and completion of this freeway.

Who can I speak to learn more about this matter?

Thank you.

Roberto

Roberto Buenaver | Garrett Development Corporation
Camelback Square
6991 E Camelback Road, Suite B-297
Scottsdale, Arizona 85251
roberto@gdc-az.com

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From: Lori Buhlman
To: Projects
Subject: South Mountain highway project
Date: Monday, June 03, 2013 10:39:26 AM

I am writing to express my objection to the Loop 202 South Mountain Freeway Project. I understand that the idea of this new project is to relieve traffic congestion, but this is at the expense of the natural environment, Native lands, and air quality. It is my strong belief that better urban planning (e.g., better public transportation, improved pedestrian and cycling infrastructure and increased investment in central Phoenix schools) will encourage Arizonans to move closer to the city. This would improve our communities by decreasing pollution, boosting local business economy (rather than that of large chains, which dominate our suburbs) and creating a healthier, more active community. Thank you for your consideration.

Sincerely,
Lori Buhlman, Ph.D.

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</thead>
<tbody>
<tr>
<td>1</td>
<td>Biology, Plants, and Wildlife</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.</td>
</tr>
<tr>
<td>2</td>
<td>Alternatives, Nonfreeway Alternatives</td>
<td></td>
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<tr>
<td>3</td>
<td>Air Quality</td>
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<tr>
<td>4</td>
<td>Purpose and Need, Lack of Support</td>
<td></td>
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</table>
**TELEPHONE CONVERSATION RECORD**
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Caller</th>
<th>Caller Address</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>5/16/13</td>
<td>6:15 PM</td>
<td>DORIS BULK</td>
<td>4344 E. COCONINO, PHOENIX, AZ 85044</td>
<td>EMAIL</td>
</tr>
</tbody>
</table>

**CALLER REMARKS/QUESTIONS:**
I would just like to say that I am in support of building the 202 South Mountain Freeway. Thank you.

<table>
<thead>
<tr>
<th>Code</th>
<th>Issue</th>
<th>Response</th>
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<tbody>
<tr>
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<td></td>
<td>Comment noted.</td>
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<td>Comment Document</td>
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<td>TELEPHONE CONVERSATION RECORD</td>
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<td>SOUTH MOUNTAIN FREEWAY INFORMATION LINE</td>
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<td></td>
<td>INCOMING CALL</td>
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<td></td>
<td>TIME: 8:02 PM</td>
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<td></td>
<td>CALLER: BURDICK</td>
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<tr>
<td></td>
<td>CALLER ADDRESS: 551 NORTH ASH DRIVE, CHANDLER, AZ</td>
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<td>PHONE: EMAIL:</td>
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<td>1</td>
<td>CALLER REMARKS/QUESTIONS:</td>
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<tr>
<td></td>
<td>I am much in support of this freeway and I would like to see it in. It should have been in 10 years ago. Let's get this thing done. Thank you.</td>
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<tr>
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**Comment Document**

**TELEPHONE CONVERSATION RECORD**  
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

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<th>Incoming Call Date: 7/10/13</th>
<th>Incoming Call Time: 2:45 PM</th>
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<tr>
<td>Caller: MRS. BURGE</td>
<td>Caller Address:</td>
</tr>
<tr>
<td>Phone: 602-237-3741</td>
<td>Email:</td>
</tr>
</tbody>
</table>

**CALLER REMARKS/QUESTIONS:**

Hi, I own Country Garden Charter School which is right near the proposed freeway. I'm looking at a brochure that does not have the freeway inflicting my property. But I had a constituent go down and go to your hearing and said that you have changed your route now to go down 63rd Avenue which is right down the center of my school. So I need some information on this cause this is not the documentation I have been sent in the mail. And I am opposed to anything that is going to go down 63rd Avenue and take out our school and the neighborhood around it. We have been here 14 years and we provide schooling for over 400 students. Thank you.

**RESPONSE:**

I left a message with Kimberly, an assistant to Mrs. Burge at Country Garden Charter School, on Friday, July 19 at 11:30 a.m. Mrs. Burge was not in the office but Kimberly stated that she would pass my message along to Mrs. Burge immediately. As of Monday, July 22, I have not heard back. If I do receive a return call, I will provide the same information to Mrs. Burge as I shared with Dustin (who works for her charter school.) It appears there are a number of folks from the Country Garden Charter School who are concerned about this project and how it may affect them.

Jessica Amend  
HDR/InfraConsult

---

**Code** | **Issue** | **Response**
---|---|---
1 | Acquisitions and Relocations | The alignment of the W59 Alternative had not been changed in the area of the Country Garden Charter School. The freeway would not directly affect the school, but would run just east of the school. Design of each action alternative, while completed to an equivalent level, is still preliminary and subject to change because designs would be further refined. The Arizona Department of Transportation would work with businesses during the design phase to identify ways to minimize property impacts that allow the business to continue operations.
**Code** | **Comment Document**
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**From:** Scott, Lisa (Phoenix)  
**Sent:** Tuesday, July 23, 2013 3:26 PM  
**To:** Bailly, Becky  
**Cc:**  
**Subject:** FW: Mrs. Burge

Add this to the e-mail. Thanks, Lisa

---

**From:** Amend, Jessica  
**Sent:** Tuesday, July 23, 2013 3:11 PM  
**To:** Scott, Lisa (Phoenix); Unger, Audrey C.  
**Cc:** Book, Michael  
**Subject:** Mrs. Burge

Hi ladies,

Mrs. Burge from the Country Gardens Charter School called me back just now and expressed (which she’s done at the meeting and in writing already) that her preference is for the off ramp at 63rd Avenue to be moved 100 feet to the east so that it does not affect a portion of her school and property. She has old trees on the property that she would hate to see removed. Just wanted to pass that along even though it sounds like it’s already in the record. Thanks!

---

**Design**

The alignment of the W59 Alternative had not been changed in the area of the Country Garden Charter School. The freeway would not directly affect the school, but would run just east of the school. Design of each action alternative, while completed to an equivalent level, is still preliminary and subject to change because designs would be further refined. The Arizona Department of Transportation would work with businesses during the design phase to identify ways to minimize property impacts that allow the business to continue operations.
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<tbody>
<tr>
<td>1</td>
<td>THE REPORTER:  What is your name?</td>
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<tr>
<td>2</td>
<td>MR. BURGE: Zachary Burge, Z-a-c-h-a-r-y, Burge, B-u-r-g-e.</td>
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<tr>
<td>3</td>
<td>THE REPORTER: Go ahead.</td>
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<td>4</td>
<td>MR. BURGE: I work at the school in the area, Country Gardens Charter School. I'm the operations director there and I foresee -- and I also live in the area on 64th Drive. I foresee, you know -- I see the good side of the project. I see that it can benefit our business and benefit our community, by providing access to East Valley residents to our area and sharing our beautiful little community with the rest of Phoenix. But I think the cons outweigh the pros in this situation, because the amount of pollution that it's going to bring to the area is not good. The amount of impact of construction by our school, because it's so close to us, is going to have a huge impact. I run the transportation department at our school. It's under my operational jurisdiction. And my detours I'm going to have to make my buses go on for my bus routes for my children is going to be -- it's going to be very extensive. I'm going to have to make alterations to our bus routes. We're</td>
</tr>
<tr>
<td>2</td>
<td>Air Quality</td>
</tr>
<tr>
<td>3</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.</td>
</tr>
<tr>
<td>4</td>
<td>Acquisitions and Relocations</td>
</tr>
<tr>
<td>5</td>
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1. going to spend almost double the money in fuel, which
right now we have four buses, we spend around $200 a
week a bus in fuel with our current bus routes. And
we're going to have to do basically double the amount
of miles because we're going to have to backtrack and
do detours and everything else. We're a charter
school, we don't get funding for busing. We just get
money for payroll and land. That's about it. And
our land is owned privately, so we don't get a
big-time budget like other public schools do.

As long as -- the first notice we'd
gotten for the freeway said that it was going through
63rd Avenue all the way up until Lower Buckeye, which
would have taken out my house, the school, my
neighbor's homes and the rest of my community. And I
just don't think that's right in today's world.

The current drawing I'm looking at here
today is saying that it's going through the alfalfa
field next door. If that is true and if that is
correct and if that is the final draft, I do not have
a problem with it. But if it is not, and it is not
the final draft, then I do have a problem with it. I
moved to Laveen because it's a good area. I moved to
Laveen because I love the area. I grew up on a farm
in Tonopah, and Laveen reminds me of home. Good
people, and it's a good place to live. And I don't want that to change. And I especially don't want to be forced out of my home because of eminent domain issues.

So I would appreciate the, you know, cooperation with ADOT and everyone else. And me saying keep the 202 where it's at, where your drawing is, the draft of the drawing I'm looking at, if you're going to -- I know you're going to do it, because you have the funding for it, keep it on 59th Avenue, away from my school and away from my neighborhood. It can be beneficial, but it can also hurt everyone very badly, economically and personally.

So final statement: Pros, it can help local businesses and local residents and bring more of the Valley to us. Cons, provides a lot of pollution, construction takes a long time. And I've seen construction in the Valley put businesses out of business because no one wants to go down that road, because it's under construction. So especially parents of kids in a school where they can't get in to drop their kid off. So as long as it stays where it's at, you know, I hope this is the final draft, I really do, because then it will most likely happen.
But if it’s not the final draft, I can guarantee the residents of Laveen are going to make sure it doesn’t happen, one way or another with courts or anything else, because we're not moving, we're here to stay. We're not being bought out.

Have a good day.

THE REPORTER: Thank you.
MR. BURGE: My name is Nick Burge. I am the science director and coordinator for Country Gardens Charter School which is a local charter school in the area that may be impacted by the proposed freeway. Essentially my concerns are several. My concerns are the -- mainly the on-ramp and off-ramp egress and ingress to the freeway coming down Southern Avenue. The rest of the proposed freeway in the state that it's in does not seem that it will affect us that adversely. Maybe through noise and some small amount of environmental impact.

We do have several species of animals that live in a naturalized state on our campus including Great Horned Owls, including Red-tailed Hawks, California Kingsnakes, checkered garter snakes, gopher snakes, many species that travel through the corridor near our campus or on our campus to the Salt River and to the Estrella -- Sierra Estrella Mountains behind us and the South Mountain corridor behind us as well.

Essentially a lot of those animals and populations of wildlife will probably be affected by this, but it does seem at this point that the route that they've chosen, the W59 alternative is -- I still will oppose it, but at the same time it seems

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
as if it has a decent route. It’s just that we do not want it any further west. At this point, if it goes any further west, it is going to cut into the property that the school sits on, it will interfere with daily operations of our school and will not benefit us in any way, shape or form. It may also affect housing and residences in the area that have been there for many, many years, some of them since the 1970s. So basically at this point what I’m saying is, yes, if they could find another alternative to the W59 alternative, it would be wonderful. It would be great if they could utilize the W71 alternative or even the W101 alternative. However, the main thing is that we do not want the -- the project to expand any further west. In fact, if it could actually move maybe even just 100 feet further east to accommodate the edge of the property of our school, which again is the area we call “The Wilds” which contains many of these native animals and urban wildlife that live and utilize that area almost like a miniature preserve. If they could move that on-ramp even just 100 to 200 feet further east, it would much better accommodate what we’re trying to do for our school.

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix. When comparing action alternatives in the Western Section, the W71 Alternative was considered the least desirable because it would provide the least traffic operational benefits, would have high residential displacements, did not have support from the public and local or regional agencies, and would be inconsistent with local planning.
Our school is a school that’s always been top 10 percent in test scores for the state of Arizona for over eight years. We have a population of over 4 to 500 students annually. Every year we take trips to Costa Rica and Belize and many other conservation projects, not only locally. We built an 1800 square foot desert tortoise habitat that if the project moved further west would affect.

Again, there's numerous other projections there that we're expanding into as well. We have not only conservation projects, but also art and music programs and many, many other things. We just built a $350,000 barn for our horsemanship program that, again, is very close to that -- what would be the western edge of the freeway expansion, and we just really don't want it any further west than it is.

If they have to choose the W59 alternative, and that is the preferred alternative which it seems to be, no further west. It cannot go any further west. If it does, it will drastically affect a large population of students who are -- not only that, but a low -- sorry, a low-income area. Over 70 percent of our students are below the poverty level, and it would drastically, drastically affect their day-to-day education, as well as the
livelihoods and employment of well over 30 to 50
people who live in our area and work on our campus as
well.

Our payroll every year is over $1.5
million, and the amount of taxes that the area gets
from our -- just from our income taxes alone is
staggering. So if we had to relocate the school even
partially, it would be disastrous and it would be
quite a blow to the community.

We've been a pillar of the community
there for well over 14 years, and it's something that
we want to stay, we want to continue to be what we've
been and continue to provide the good services that
we want for the community.

We also have in the property, there are
plans for a $4.7 million expansion project to include
new buildings which would include a semipublic
aquarium and zoological exhibits and workshops and
things like that for music and an auditorium and a
public pool for use by the community as well, and
many other things that would drastically, drastically
benefit this community.

However, if we were made to relocate,
even partially, that project would be obviously
unfeasible. So essentially at this point, my
viewpoints on this issue are, I do have some concerns, mainly the on-ramps and off-ramps, again, egress and ingress to the freeway off of Southern Avenue and 63rd. Southern Avenue and 63rd Avenue is my main concern.

Again, if they could move that on-ramp even just a little further east, even 100 to 200 feet, it would be very, very, very beneficial and could accommodate us very pleasantly, I think. The freeway could benefit us in the future as basically almost having an exit to us which would be nice, but again, we can't deal with the detractments that it would take from us if it were to be located further west than the current plan. Or, again, if we could have it accommodate us by moving a little tiny bit further east, even just 100 to 200 feet by the on-ramps and off-ramps for that exit, it would be fantastic.

Other than that, I have minor environmental impact concerns, again, because of the migratory wildlife in the areas and because of the owls and other animals that we have that live on residence, the urban wildlife that lives there. I would like to see more detailed environmental studies about how that may impact those types of things and
### Code Comment Document

1. the urban wildlife in that area between the Salt River corridor and the Sierra Estrellas and the South Mountain Regional Park as well.
2. The other concerns I have also are based on the video I just watched, is the very -- actually much larger than I thought previously cut that would be taken out of South Mountain Regional Park on the western side. That area is actually a home to a small, but viable population of Sonoran desert tortoises which are protected by law.
3. Also something that it seems nobody has addressed is the Gila Monster Heloderma suspectum is a resident of that area and is vigorously protected by law from game and fish, and through the state laws of Arizona is one of our state treasures essentially. That animal is so restricted that you can't even get close to -- too close to that animal to take a photograph. You can actually be ticketed for harassing native wildlife.
4. Seems like a freeway through that area is very much harassing native wildlife. They may in my opinion want to rethink how much of that they're cutting through and possibly reroute that slightly.
5. I think it would be very beneficial to many species of wildlife, also mountain lions, bobcats, coyotes.

### Code Issue Response

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<th>Code</th>
<th>Issue</th>
<th>Response</th>
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<tbody>
<tr>
<td>5</td>
<td>Section 4(f) and Section 6(f)</td>
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</tr>
<tr>
<td>6</td>
<td>Biology, Plants, and Wildlife</td>
<td>Sonoran desert tortoises have been documented in the Eastern Section of the Study Area, and suitable habitat for this species is present within Phoenix South Mountain Park/Preserve and the foothills of the South Mountains (see Draft Environmental Impact Statement pages 4-122 and 4-123); The E1 Alternative would directly adversely affect suitable habitat as the freeway would cross Phoenix South Mountain Park/Preserve and would be expected to affect individual Sonoran desert tortoises.</td>
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There was a proposal at one time to reintroduce big horn sheep to the South Mountain range that they've already done in the Estrellas and the Sonoran desert monument to the west. If this freeway were to go in, they would need to definitely think about extended wildlife corridors either under or over the freeway to accommodate populations between the Sierra Estrellas and the South Mountain range in order to prevent inbreeding and increased genetic biodiversity.

For further comment and for more information on opinions and even actually biological studies that my students and I have done on the area and its native wildlife and urban wildlife, I can be reached at 602-931-7522. Again, that's 602-931-7522. That's my cell. You can also e-mail me at animalman1981@yahoo.com.

The website for the school is also available, www.cgcsaz.com. Our school's name is Country Gardens Charter School. Again, that's www.cgcsaz.com, and there's a link there to our Facebook page. I'm the admin on the Facebook page. If you would like to reach me for further comment or opinion or other information, it's easy to do. Other than that, thank you for your time.
MS. BURGE: My name is Goldie Burge and I own the property and founded the school, Country Gardens Charter School which is located on 6313 West Southern Avenue. It's been in existence since 2000. And I also own the property with my house on it which is on the south end of the property of the school which would be also on the west side, would be facing the freeway as well.

I would prefer that the ramps coming off onto Southern, if at all possible, be shifted about 200 feet to the east so as not to impact our school entrance as much. And a little bit -- if they could move it slightly to the north on that right-of-way rather than going into our property on the south side of Southern. That would be my preference.

I want to just make sure that I would oppose any part of the freeway taking out our school, our property there and the houses that are around it. We have a viable charter school with 420 students with high test scores, and we have a very involved life science program that extends and has an outreach all the way to Costa Rica, Panama and Belize, and also we do outreach programs for other schools to come and visit our barnyard program.

And our biology teacher does outreach.

The alignment of the W59 Alternative had not been changed in the area of the Country Garden Charter School. The freeway would not directly affect the school, but would run just east of the school. Design of each action alternative, while completed to an equivalent level, is still preliminary and subject to change because designs would be further refined. The Arizona Department of Transportation would work with businesses during the design phase to identify ways to minimize property impacts that allow the business to continue operations.
The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
birds that come to the trees there, Lovebirds, parakeets in the wintertime that migrate through. So it's a pretty viable biology or biological corridor, if you will, and important to maintain that. Our school employs over 35 people with a payroll of $1.5 million per year which is pretty significant. If the school were to have to be moved, it would impact quite a few families, both employees and 420 families of students. And we are a 70 percent poverty level. We're a Title I school and we serve students not only in Laveen, but we bus students in from all over 10 to 12 districts so that these students can get a different type of school choice than they're offered in their public school district. We provide opportunities for these low-income students that otherwise would never be offered to them, particularly our trips across the country. We have two charter buses that we have outfitted with bunk beds, and we travel students every year on three-week and two-week trips in different regions of the U.S. for a very low amount of money so that they can afford to go. And we cover all 48 states in the United States on a four-year rotating basis.
And then we take high school students to Costa Rica, Panama and Belize where we have life science studies in the rainforest for six to eight weeks, and in Belize for two weeks where we study the second largest Great Barrier Reef in the world and do archaeological studies on the Mayan Ruins there as well.

We also have a village we sponsor in Panama and marine biology tours that we do in Panama while we're in Costa Rica. So our students are getting these opportunities that typically only higher income or private school students would be offered, and they're offered it at a more affordable rate for them, and it's providing them the science and math opportunities for careers that they wouldn't be offered if they had not experienced these learning environments.

For example, we have students now wanting to be archaeologists. We have many students wanting to go into marine biology. We have students who are decided on many different science careers and are in college presently and doing very well. And they're all low-income kids that probably would have never pursued this had they not been on these trips. So that is a big factor for our school.
And nobody in the whole state of Arizona offers any of this, and as far as we know in the United States not to this extent. For example, our trip to Costa Rica is six to eight weeks. Our kids only pay a total for everything, including airfare, $1,450. Our three-week trips, our students only pay $900 for three weeks across the United States seeing 30 venues.

For example, last year -- this last year we went to the Florida region, southern region of the U.S. and D.C. and actually met with Senator Jeff Flake. Had a meeting with him for over 30 minutes. Senator John McCain. We're very involved in the House of Representatives, and we got to see them voting in the Senate, plus all of the historical places, Williamsburg, Jamestown, et cetera. Over 30 places that they saw on a three-week trip just on that one southern region.

We have another region where we do Chicago, Mt. Rushmore and the Great Lakes region.

That's next year. The year after that is our Rocky Mountain region which covers all of the state parks including Yellowstone, Bryce Canyon, Arches National Park and many other entities.

Our fourth trip is to the New England
region where we tour all of New England, all the way to Maine, Statue of Liberty, New York, go over to Canada and Niagara Falls. We have many, many venues of historical significance throughout the whole New England region. And then we have the pacific northwest where we do the whole pacific northwest coast. So basically our students traveling on these trips will cover all 48 states if they go on all the trips and be learning the whole time. They are not vacation trips. So these are the things we offer. Besides that, our school is completely hands-on. We have a zoo lab that has over 300 species of animals where all the students get to go in and interact and work in science through living animals. We have a barnyard with all the farm animals. They interact with them and work with science on those. And all of our classrooms are hands-on with learning centers which is a very -- and it's a very accelerated learning program.

Our students are taking -- are taking more high school classes, more core classes than other high schoolers. Our tenth graders are outscoring all the schools in the region on --
there's tests, especially in math, and -- and we have an extensive amount of homework that so that our students are college prepared.

We have a very high graduation rate from 80 to 100 percent, and most of our kids that are in college are in state colleges and are doing extremely well. So that's why the school needs to stay there so we can offer these opportunities to our -- especially our lower income students. Give them the opportunities that they're missing out when they're attending regular public school. That's probably it.

For example, one of our students, a young African-American student who really didn't have much ambition when he started our school in junior high was now our valedictorian a year ago, got a scholarship to ASU where he's attending, and he now -- his plans after going to Costa Rica and Belize is that he wants to be a foreign language interpreter.

And he has also taught himself since then Portuguese as well as the Spanish we taught him and that he utilized in Costa Rica.

He was so excited when he was in Costa Rica to be able to speak to people and enjoyed that so much that now that is his focus. So these wonderful opportunities do make huge differences on
these students' lives, so that is why we're working on maintaining this level of education for these kids.

(The proceedings concluded at 2:00 p.m.)
## Code | Comment Document
--- | ---
1 | Alternatives, No-Action (No-Build) Alternative
2 | Purpose and Need
3 | Alternatives
4 | Air Quality
5 | Health Effects
6 | Section 4(f) and Section 6(f)
7 | Biology, Plants, and Wildlife

### Alternatives

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

### Purpose and Need

Although the region’s freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22).

Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.

### Alternatives

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

### Air Quality

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

### Section 4(f) and Section 6(f)

### Biology, Plants, and Wildlife

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

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</tr>
</tbody>
</table>
Thank you,
Felicia Beltran
Senior Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-319-7709
azdot.gov

-----Original Message-----
From: Sierra Club [mailto:information@sierraclub.org]
Sent: Wednesday, June 19, 2013 6:20 PM
To: Projects
Subject: Comments in opposition to South Mountain Freeway

Jun 19, 2013
Arizona Department of Transportation South Mountain Study Team
1655 W Jackson St, MD 126F
Phoenix, AZ 85007
Dear South Mountain Study Team,

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

I am a resident in the Ahwatukee area of Phoenix that would be most directly impacted by the construction of the freeway. I can't claim ignorance of the proposed project when I bought my residence in this area because I already knew the construction was in the long-term plan. If that were the only factor involved I would not be writing this.

However there are broader issues involved that I feel compelled to address. Simply because a project has been on the drawing board is not good enough reason to bring it to fruition. Our knowledge of environmental impacts to the local ecosystems as well as to the entire world is much greater now than when it was first proposed. Our scientific knowledge of what is happening to our world is inconsistent with the ambitions of those who feel that development of such projects is the highest ideal. It is not. The health and survival of sons and daughters, and their children and children's children are of utmost importance and present a much higher value.

I do a considerable amount of hiking on the mountain and my property is also situated along the desert. I don't know what kind of research has gone into this, but it seems very clear to me that the ecosystem of South Mountain is already greatly impaired due to the city that surrounds it. My neighbors feed rabbits that the coyotes feast on, which surely must increase their numbers. I do a lot of hiking around the state of Arizona, and I have to tell you that I see far more coyotes outside my residence than I ever see anywhere else. If you add to that by building a freeway that cuts off the wildlife corridor then their gene pool and ultimately their survival will become seriously impacted by negative effects of interbreeding. The coyote is just an example. There are many other species that will also be affected.
Beyond the local environment is the world-wide problem of global warming that can only be worsened by the spewing of pollution in the air. Building more freeways is not the answer! They will encourage even more urban sprawl and cars on the road that will just exacerbate the problem. There needs to be a greater concerted effort into building public transportation systems that will clean up the air and provide a healthy and enjoyable world for my grandchildren and yours to live in.

Sincerely,
Robert "Steve" Burkhart
3236 E. Chandler Blvd. #1042
Phoenix, AZ

Sincerely,
Robert "Steve" Burkhart
3236 E Chandler Blvd Unit 1042
Phoenix, AZ 85048-7281
(480) 695-2138

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<table>
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(Responses continue on next page)
Federal regulations stipulate that an environmental impact statement shall “rigorously explore and objectively evaluate all reasonable alternatives” (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No-Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the Regional Transportation Plan and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
MR. BURKHART: Robert Burkhart, and I reside at 3236 East Chandler Boulevard, No. 1042, Phoenix, Arizona 85048.

I'm an Arizona native. I was born at Good Sam Hospital and have lived in several communities, including at various times in the Valley. I know this doesn't give me any special privileges over someone who moved here, say, a year ago, but I also spent 20 years of my adult life in Alaska. I came home at least once a year to visit family and this gave me a bird's eye perspective.

You know, time-lapse photography, the kind where you set a camera up to take pictures every minute as a rose is blooming. A beautiful rose blossoms in front of your very eyes. This is so beautiful. I think you already know where I'm going with this. That's what it was like for me coming home to the Valley once a year to watch the blooming of the Valley.

Before I left, the rose was definitely in bloom with a wonderful downtown architecture including the Westwood Ho Hotel and of course the Biltmore in Scottsdale along with the general western theme of the area, but then something changed. The vine was still there, but the rose strangely faded in...
the distance. A vine of freeways spread its
insidious tentacles in every which direction. The
city spread not like a rose of theme of fine
architecture, but like a haphazard cancer with no
organized plan and all its tentacles were thorns.

There were people coming from places like
Chicago, Atlanta and D.C. who found that they have
actually come to a place that is harder to get around
in than the many places they left. There was no L,
no Marta, and no Metro. Instead, they found
themselves stuck on the vines in rush-hour traffic
honking their horns going in the thorny road rage.

And I asked myself why? Is it because in
Arizona we are still stuck in the dilution that this
is the wild west and that every man needs his own
horse to get around on? It's the real kind of
Marlboro man who has his own horse. Yet because of
that, chokes on the smoke and develops emphysema.

I live in the Ahwatukee area. You know,
the one affected by the freeway. Please don’t do me
any favors by finding a faster way to Avondale when
you will be increasing the noise and filth due to the
out of control plan to make things worse than is
already broken.

Hurray for putting in the Light Rail.

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The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
1 Because they are dumb and sick, they will die and the
2 mountain will become a cold hard rock without them.
3 So maybe you’re saying to yourselves,
4 what’s a few less Mangy Coyotes and a little more
5 emphysema when we have to grease the wheels of
6 commerce by way of truck between L.A. and El Paso.
7 Well, if that’s the way you see it, I know there’s
8 nothing I could ever say or present any kind of
9 scientific evidence that could possibly change your
10 mind. But if you have any inkling of a doubt, then
11 please examine your conscience and feel it in your
12 heart to draw a line in the sand to do what it takes
13 to help us all breathe a little cleaner air and save
14 many thoroughly gorgeous coyotes. Thank you.

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
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<td>2</td>
<td>Purpose and Need</td>
<td>Although the region’s freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.</td>
</tr>
<tr>
<td>3</td>
<td>Neighborhoods/Communities</td>
<td>While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.</td>
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<td>4</td>
<td>Air Quality</td>
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<td>Noise</td>
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<td>6</td>
<td>Trucks</td>
<td>The Maricopa Association of Governments regional travel demand model forecasts approximately 10 percent truck traffic on the South Mountain Freeway in 2035 (see Final Environmental Impact Statement page 3-64). This percentage is similar to current conditions on Interstate 10 between Loop 101 and Interstate 17 and on U.S. Route 60. Noise modeling for the Final Environmental Impact Statement used this forecast truck traffic, with the model accounting for greater noise generation by trucks in the future (see Final Environmental Impact Statement page 4-88). Noise mitigation is designed for this predicted noise level, including the noise from trucks. The noise analysis was updated for the Final Environmental Impact Statement using the most recent Federal Highway Administration and Arizona Department of Transportation policy and traffic projections provided by the Maricopa Association of Governments. Discussion of this updated analysis begins on page 4-88 of the Final Environmental Impact Statement. No substantial differences between the analyses presented in the Draft and the Final Environmental Impact Statements resulted.</td>
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<td>Alternatives, Nonfreeway Alternatives</td>
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There is an existing route (Interstate 8 and State Route 85) that provides a bypass of the metropolitan Phoenix area. Namely State Route 30 and State Route 303L. This system of freeways would help link to planned transportation facilities in the Goodyear and Buckeye areas, because of the South Mountain Freeway's proximity to tribal land and the fact that Ahwatukee is nearly built out.

I am not proposing a "no build" scenario. I can see the value of completing the 202 Loop and providing an alternate for traffic from the Chandler and Ahwatukee areas removing some of that traffic from the I-10 Broadway Curve. My recommendation relates to timing and scope.

Before the South Mountain Freeway is built, I viable option should be built to pull traffic off the eastbound I-10 on west of Goodyear and reconnecting to I-10 south of the Phoenix metro.

Once the alternate route is completed, the South Mountain Freeway can be sized to accommodate the normal east-west traffic. Even then, the South Mountain Freeway will be primarily a pass-thru highway and not lead to significant population growth along its route (unlike the San Tan Freeway and the Loop 303), because of the South Mountain Freeway's proximity to tribal land and the fact that Ahwatukee is nearly built out.

In conclusion, I believe that construction of the South Mountain Freeway should be postponed until:

1. The significant issues of the traffic congestion to/from the Goodyear and Buckeye communities is addressed.
2. An alternate route for I-10 thru-traffic (especially semi-trailer trucks) is constructed. This would go a long way toward relieving the metro traffic congestion. The current proposal only serves to manage the traffic. A thru-traffic route would actually remove traffic from the metro freeway system.

I believe the proposed 202 South Mountain Freeway is short-sighted and does not reflect the current traffic patterns. The freeway was envisioned in 1985, but does not reflect the population growth over the past 30 years and the anticipated growth in the near future. In particular the recent and expected population growth in Goodyear and Buckeye will cause an explosion in the population west of the White Tank Mountains.

- The South Mountain Freeway as proposed will do little to relieve the traffic congestion currently on the Papago Freeway. The 59th Avenue alignment is well east of the morning congestion point for inbound traffic. The same argument can be made for evening outbound traffic.
- The South Mountain Freeway would become the de-facto "truck route" for semi-trailer traffic from the ports in California to points east of Phoenix.
- The "truck route" designation will be even more evident with the completion of State Route 801.
- The South Mountain Freeway will not be similar to the San Tan Freeway.

Because of the high volume of semi-trailer truck traffic, the South Mountain Freeway will be much noisier and provide much higher pollution to the neighboring communities.

I am not proposing a "no build" scenario. I can see the value of completing the 202 Loop and providing an alternate for traffic from the Chandler and Ahwatukee areas removing some of that traffic from the I-10 Broadway Curve. My recommendation relates to timing and scope.

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The proposed freeway is part of the multimodal Regional Transportation Plan (see Final Environmental Impact Statement page 1-5 for more information regarding the Regional Transportation Plan). The proposed freeway would serve as an important link to planned transportation facilities in the Goodyear and Buckeye areas, namely State Route 30 and State Route 303L. This system of freeways would help to improve traffic operations along Interstate 10 in the southwest metropolitan Phoenix area.
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<tbody>
<tr>
<td></td>
<td>Ken Burns</td>
</tr>
<tr>
<td></td>
<td>1762 W Thunderhill Dr</td>
</tr>
<tr>
<td></td>
<td>Phoenix, AZ 85045</td>
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In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system. The City study found no adverse effects on the local street system from the freeway (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.

The study has considered concepts for parallel multiuse paths; however, the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement).

Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)

While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.

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**TELEPHONE CONVERSATION RECORD**  
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

<table>
<thead>
<tr>
<th>Date</th>
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<th>Caller</th>
<th>Caller Address</th>
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<tbody>
<tr>
<td>6/12/13</td>
<td>5:17 PM</td>
<td>MARILYN BURNS</td>
<td>10231 CONCORD AVENUE, SUN CITY, AZ 85351</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**CALLER REMARKS/QUESTIONS:**
I support the South Mountain Freeway. Thank you.

<table>
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<tbody>
<tr>
<td>05/9/13</td>
<td>3:22 PM</td>
<td>JOHN BURTON</td>
<td></td>
<td></td>
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**CALLER REMARKS/QUESTIONS:**
I support the planning and construction of the South Mountain Freeway and think it should be built as soon as possible.

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</table>
From: Projects
To: ADOT
Subject: FW: Let's Build the 202!!
Date: Monday, May 20, 2013 8:44:11 AM

Randy Bury <rbury@me.com>
Friday, May 17, 2013 5:46 PM
Projects
Let's Build the 202!!!

I am in support of building the 202 south mountain freeway and believe it is an extremely important freeway connection between the east and west valley.

Please support this construction. Thank you.

Randy Bury
480-993-7690

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**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

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<tr>
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<td>2:45 PM</td>
</tr>
</tbody>
</table>

**CALLER**:  
KELLY BUSK  
5731 W. DUBLIN LANE, CHANDLER, AZ 85226  
PHONE:  
EMAIL:  

**CALLER REMARKS/QUESTIONS:**  
I support the proposed South Mountain Freeway. Thank you for your time.

<table>
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TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL
DATE: 7/23/13
TIME: 1:39 PM
CALLER: JOHN BUSKOVITCH
PHONE: 602-678-1020
EMAIL:

CALLER REMARKS/QUESTIONS:
I support the South Mountain freeway extension. Thank you bye.

1

Comment noted.
## Telephone Conversation Record
### South Mountain Freeway Information Line

<table>
<thead>
<tr>
<th>Incoming Call</th>
<th>Date</th>
<th>Time: PM</th>
<th>Caller Address</th>
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<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>INCOMING CALL</td>
<td>5/15/13</td>
<td>3:56</td>
<td>1906 S. 65TH AVENUE, PHOENIX, AZ 85043</td>
<td>DEBORAH BUSSER</td>
<td></td>
<td></td>
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### Caller Remarks/Questions:
I am a registered voter and citizen of the City of Phoenix and I support the South Mountain Freeway. Thank you.

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</table>
The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

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

2. **Alternatives, Truck Bypass**

3. **Purpose and Need, Old Plan or Use of Old Data**

---

From: Jean and Mike (mailto:jeanandmik@cox.net)
Sent: Thursday, July 11, 2013 10:08 AM
To: Projects
Cc: council.district.6@phoenix.gov; Jim Jochim
Subject: Loop 202 extension

Ladies and Gentlemen:

We are residents of Ahwatukee and most definitely do not want the Loop 202 to be built in our community. For many reasons, mainly air pollution, we would like to see this project abandoned and funds expended elsewhere i.e. on the improvement of AZ 85 between I-8 and I-10. This would provide the “truck bypass” around Phoenix that supposedly everyone wants.

One of the main reasons we moved to Ahwatukee over 16 years ago, was that this area didn’t get the infamous Phoenix “brown cloud.” South Mountain protected the Ahwatukee area. If the freeway is constructed it (by itself) will most likely give us a “brown cloud” - that isn’t healthy for anyone.

We both feel that ADOT has an obsessive need to build this road whether it is needed or not or wanted or not.

Jean Butterfield
Michael Butterfield
3126 E. Woodland Drive
Phoenix, AZ

480-706-8465
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<tr>
<td></td>
<td><a href="mailto:jeanandmikeb@cox.net">jeanandmikeb@cox.net</a></td>
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Confidentiality and NonDisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.
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**TELEPHONE CONVERSATION RECORD**  
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

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<th>CALLER</th>
<th>CALLER ADDRESS</th>
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<tbody>
<tr>
<td>5/16/13</td>
<td>4:39 PM</td>
<td>ROBERT CAAN</td>
<td>9508 E. CAREFREE WAY, #D-315, SUN LAKES, AZ 85248</td>
<td></td>
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**CALLER REMARKS/QUESTIONS:**
I support the Freeway. I think you better get with it because it will never happen unless you do. Bye.

Code | Issue | Response
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**TELEPHONE CONVERSATION RECORD**
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<td>7/24/13</td>
<td>12:30 PM</td>
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**CALLER:**
JOE CABRERA

**CALLER ADDRESS:**
8330 WEST SIERRA VISTA DRIVE, GLENDALE, ARIZONA 85305

**PHONE:**

**EMAIL:**

**CALLER REMARKS/QUESTIONS:**
I live in Glendale. I just want to say I support the Loop 202 South Mountain freeway. Thank you.

**Response:**
Comment noted.
Please do NOT build the south mountain freeway.

Comment noted.
Jun 4, 2013
Arizona Department of Transportation South Mountain Study Team
1655 W Jackson St, MD 126F
Phoenix, AZ 85007
Dear South Mountain Study Team,

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

I have fond memories of South Mountain Park in the late 40’s and 50’s. It is a valuable site for Phoenix folk and tourists. The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.

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

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

The freeway would also exacerbate urban sprawl and further burden Arizona’s taxpayers. Its construction would continue ADOT’s trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.

I have fond memories of South Mountain Park in the late 40’s and 50’s. It is a valuable site for Phoenix folk and tourists. The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.

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The freeway would also exacerbate urban sprawl and further burden Arizona’s taxpayers. Its construction would continue ADOT’s trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.

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

Sincerely,

Miss Barbara Cain
3489 N Camino La Jicarrilla
Tucson, AZ 85712-6042
(520) 881-5689

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<td>Purpose and Need</td>
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<td>Air Quality</td>
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<td>Health Effects</td>
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<td>Section 4(f) and Section 6(f)</td>
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<td>Biology, Plants, and Wildlife</td>
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Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.
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I really like and support the W59 Alternative.

Raul Camacho

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<td><strong>TELEPHONE CONVERSATION RECORD</strong></td>
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<td><strong>SOUTH MOUNTAIN FREEWAY INFORMATION LINE</strong></td>
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<td>Incoming Call</td>
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<td>5/16/13</td>
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<td><strong>CALLER REMARKS/QUESTIONS:</strong></td>
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Do Not Build & ruin Ahwatukee.
We do not need more trucks, cars & Buses to add to our pollution. A few years ago I participated in getting neighbors opinions and out of the area I live in only 1 person (a truck driver) wanted it. Home values will drop, pollution will increase, crime will increase, business will vacate this area. The money wasted on this ill conceived plan is outrageous. Have you ever seen a plan this big which didn't require more and more funds as the contractors want more & more $$$.

I think train rails should prevail, or I-10 improved. Taxpayers don't want this boondoggle.

Joseph Campell
**TELEPHONE CONVERSATION RECORD**  
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

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**INCOMING CALL**  
DATE: 6/15/13  
TIME: 12:39 PM

**CALLER:** FRANCIS CANITS  
**CALLER ADDRESS:**  
**PHONE:**  
**EMAIL:**

**CALLER REMARKS/QUESTIONS:**
Yes, I do support the freeway construction. I live on the west side of the valley. Anyway, I do support it. Thank you.
From: Rose Ann Canizales [mailto:RoseAnn@greatimpactinc.com]
Sent: Friday, May 17, 2013 3:48 PM
To: Projects
Subject: Support of South Mountain Loop 202

Dear ADOT:

I am writing in support of the South Mountain Loop 202 initiative. The economic “Crash” of 2008 in Arizona has devastated our state. The jobs created by this project will benefit the construction industry greatly and its community. The trickle down effect from general contractors to small business will aid commerce in Arizona and put people back to work.

The environmental impact to air quality will further bring pollutants counts down by aiding in decreased automobile emissions. The long term effects of this project will translate into boosting commerce and bringing contractors and their employees back to their state to find work.

Respectfully,

Rose Ann Canizales
President
Association for Construction Career Development
www.azccd.com

Comment noted.
1 location and also at the same time enhances the amenities
within the City of Phoenix, keeps tax dollars here, keeps
people able to stay within the lesser range for seeking out
employment or shopping.

And I think that's about all that I can muster at
this point, so I will probably be back if that's okay.

MS. DAD: I'm in favor of the acquisition for the
freeway. I think it will be a benefit for the west side of
the -- of the -- of the area, for people to be able to travel
from the west side to the east side, avoiding the midtown
congestion. I think they have studied every stick and stone
and that they can now move forward and pick the 59 route. I
think that is the best one for the freeway. That's it. I'm in
favor of it.

MR. CARRILLO: I've been a resident of South
Phoenix, in Laveen, all my life, which is 38 years old. I
mean, I'm 38 years old now. And, absolutely, there's no
question, the freeway being built would be the absolute best
for that community in Laveen. And I did hold back in putting
in my opinion, to study more concerning the South Mountain, the
Gila River. A lot of them are my friends, and I understand
their -- their dissatisfaction with everything.

But I do understand that they also had a problem
with the casino first coming in there, a lot of these friends
of mine. And, now that the casino has become something

Comment noted.
lucrative for them, now there’s not such an uproar about it.
So I do believe that we are respecting their values and giving
them a voice. But I also believe that there’s a louder voice,
including that with my community and residents in Laveen and
everything, that absolutely this is the right choice and the
right direction for growth.

MR. RODRIGUEZ: Yeah. Basically, I just want to
state my absolute support for the 59th Avenue alternate.
That’s the priority one right now. I think it’s probably --
Well, I know it’s the best option based on the city planners of
the City of Phoenix. They’ve expected this for a long time.
It’s a great benefit to Maricopa County. It’s a great benefit
to the Valley. And, quite honestly, a lot of people coming
from the West Valley, all the way out to Buckeye, eventually,
you have to cross 59th.

If it were to go any further west, then people that
live on, for example, 51st, 59th, 67th, 75th, 83rd, they’re not
going to go back to try to catch it at the 101 if they’re
heading out to the East Valley. It’s counterintuitive to what
human nature would tell you. So they would just jump on the
I-10, currently, and continue to take the regular flow, causing
the same problems that we’re experiencing downtown, when it
comes to major traffic. So I would say 59th Avenue is, without
a doubt, the best alternative.

The worst alternative is the one going through
From: Projects
To: ADOT
Subject: FW: Build the 202 freeway
Date: Thursday, May 16, 2013 8:14:35 AM

From: cr@zfine.com [mailto:cr@zfine.com]
Sent: Wednesday, May 15, 2013 8:48 PM
To: Projects
Subject: Build the 202 freeway

This freeway has been studied, now let the bulldozers lose, it will be a great addition to Arizona's system.

Carl
# Comment Response Appendix

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<td>4:40 PM</td>
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**CALLER:** DOROTHY CARLSON  
**CALLER ADDRESS:** 1535 W. PELICAN COURT, CHANDLER, AZ 85286  
**PHONE:** EMAIL:

**CALLER REMARKS/QUESTIONS:**
I support the South Mountain Freeway.

**Response:**
Comment noted.
I am leaving this comment in support of building the Loop 202 South Mountain Freeway. I am a native of Phoenix, living in the valley for over 35 years now. This section of freeway has been planned since 1985. It was determined back then that this connection was needed, when there were a lot fewer people living in our metro area. It is badly needed now to help relieve congestion on I-10, as well as other freeways and arterial streets. As the owner of a mobile photography business, I travel all over the valley using what has become a very large and overall efficient network of freeways. I believe the South Mountain Freeway is an important link that needs to be completed to connect the West and South West valley, with the South East valley. There are very few East-West freeway options, especially when you get to Downtown Phoenix and West of I-17. I would love to see this freeway built to give everybody another option instead of having to travel through downtown Phoenix. I live very close to I-10 at Baseline Road. I believe this freeway will help to relieve some pass through traffic on Baseline that heads to and from Laveen and other areas near there. That would be a much welcomed relief to those of us who live near Baseline Road. I have heard and understand the arguments from others, especially those in the Ahwatukee community. I believe there are just as many people in Ahwatukee that support the freeway being built, if not more, as there are against it. In reality, it will affect a very small number of people and businesses in that community. Noise levels will not increase that much, if at all, for residents 1/2 a mile or more away from the freeway. Again, I live within 1/2 a mile of I-10 with no sound walls, so I know. The pollution argument is a moot point. The pollution is already there. It’s not like South Mountain prevents the pollution from the rest of the valley from entering Ahwatukee. I understand some homes and businesses may be removed to make room, and others may lose property value. But it’s no different than any other community that other freeways have cut through in the past. And those areas have not died, they have thrived since the freeways have come through. Areas have become major employment centers in the valley because of freeways being completed nearby. So please, do not let a very vocal minority of people sway the decision on whether to build or not. I believe for every person like me who voices their opinion in support of building the freeway, there are at least 5-10 others who silently support building it. Let’s complete what was planned 28 years ago and build the South Mountain Freeway! Thank you for your time and consideration of my comments.
From: Felicia Beltran  
To: Five Year Program  
Subject: FW: No Loop 202 Expansion  
Date: Tuesday, June 11, 2013 9:07:10 AM

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

From: Leahjo Carnine [mailto:leahjocarnine@gmail.com]  
Sent: Sunday, June 09, 2013 4:50 PM  
To: Five Year Program  
Subject: No Loop 202 Expansion

To whom it may concern,

I live in the South Mountain area and am a tax paying, home owning citizen. The expansion of loop 202 is a violation a terrible transportation plan that violates our few remaining parks in the Phoenix area. Furthermore it is a violation of Indigenous land rights in the area. Please consider my input in the Environmental Impact assessment.

Leah Carnine  
4202 E Vinyard Rd.,  
Phoenix AZ 85042

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

Section 4(f) and Section 6(f)

The Draft Environmental Impact Statement describes a decade-long consultation and coordination effort led by the Arizona Department of Transportation and the Federal Highway Administration with the Gila River Indian Community and other Native American tribes. As a result of the consultation, the cultural importance of the South Mountains is acknowledged in the Draft Environmental Impact Statement in several locations, notably page 5-26. The proposed project would accommodate and preserve (to the fullest extent possible from the available alternatives) access to the South Mountains for religious practices.

Section 106 of the National Historic Preservation Act requires a government-to-government relationship between the Federal Government and Indian tribes as described beginning on page 4-140 of the Final Environmental Impact Statement. Section 106 requires federal agencies take into account the effects of their undertakings on historic properties and requires consultation with tribal authorities. Consultation has occurred with Gila River Indian Community government officials, the Tribal Historic Preservation Officer, the Cultural Resource Management Program, other tribes, and the State Historic Preservation Office and has led to concurrence from the Gila River Indian Community Tribal Historic Preservation Office and the State Historic Preservation Office on National Register of Historic Places eligibility recommendations (including traditional cultural properties like the South Mountains), project effects, and proposed mitigation and measures to minimize harm. This consultation has been ongoing and will continue until any commitments in a record of decision are completed.

The section entitled "Title VI and Environmental Justice," beginning on page 4-29 in the Draft Environmental Impact Statement, presents acceptable methods, data, and assumptions to assess the potential for disproportionately high and adverse effects from the proposed action on environmental justice populations and disparate impacts to populations protected under Title VI. Based on the content of the section, no such effects would result from the action alternatives.

In light of comments received on the Draft Environmental Impact Statement, the above-referenced conclusions were confirmed in the preparation of the Final Environmental Impact Statement. To provide further clarity, the discussions of environmental justice and Title VI were separated and additional text explaining the relationship of environmental justice and Title VI to various environmental elements was added throughout Chapter 4, "Affected Environment, Environmental Consequences, and Mitigation," as exemplified by the inserted text on page 4-28 of the Final Environmental Impact Statement.

Alternatives, Gila River Indian Community Alignment

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the "Responses to Frequently Submitted Public Comments" beginning on page B733 of this appendix.
D Carpenter  
Highway is much needed. I believe it is important to maintain the sovereignty of the Gila river community. Please keep the highway on state land

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I am all in favor of the South Mountain Freeway. I moved in to the Ahwatukee area in 1993 and was advised at that time that the freeway was going to be built in ten years. It's now twenty years later and still no freeway. People who bought in the freeway access area did so at their own risk. They were advised as I was or else there was poor planning on their part. Build the freeway. The community needs it. Only 200 community members attended the last meeting in Ahwatukee. That's 200 out of approximately 85,000 residents living in the area who obviously want the freeway built. Thank you.

Victor Carranza
### Code 1

**Comment Document**

Joseph Carson  
Document Created: 7/24/2013 4:44:13 PM by Web Comment Form

Hello:

Please do not build the 202 extension. It is harmful to the planet and our landscape and ourselves. In order for Phoenix to thrive other policies can be supported that have little to do with making more roads. Please do not build the 202 extension. Save our mountain preserve.

I disagree that a 202 extension should be built. Current indicators show that traffic will not increase—this is due to technology people will be working from home more often and

### Code 2

**Issue**

Section 4(f) and Section 6(f)

**Response**

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

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<td>Purpose and Need,</td>
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<td>The proposed freeway is part of the Regional Transportation Plan for the Maricopa Association of Governments region. The Regional Transportation Plan, as described on pages 1-5 and 1-10 of the Final Environmental Impact Statement, addresses freeways, streets, transit, airports, bicycle and pedestrian facilities, freight, demand management, system management, and safety. The proposed freeway is only one part of the overall multimodal transportation system planned to meet the travel demand needs of the Maricopa Association of Governments region.</td>
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**TELEPHONE CONVERSATION RECORD**
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

**INCOMING CALL**
**DATE:** 5/15/13
**TIME:** 10:11 AM
**CALLER:** TONY CARRICCI
**CALLER ADDRESS:** 1111 WEST BARROW DRIVE, CHANDLER, AZ 85224
**PHONE:** EMAIL:

**CALLER REMARKS/QUESTIONS:**
Yes, I support the freeway, but I also would like to see some more light rail expansion.
Construction of the proposed freeway would include widening along Interstate 10 to facilitate entrance and egress of vehicles between the two freeways. Additional information related to the Interstate 10 modifications can be found in Figure 3-26 on page 3-49 and Figure 3-29 on page 3-53 of the Final Environmental Impact Statement. The design of the connection to Interstate 10 and the widening along Interstate 10 were developed in accordance with the Federal Highway Administration’s Interstate System Access Informational Guide and has received an initial determination of operational and engineering acceptability from the Federal Highway Administration.

Traffic interchanges (on- and off-ramps) would be located at Van Buren Street, Buckeye Road, Lower Buckeye Road, Broadway Road, Southern Avenue, Baseline Road, Dobbins Road, Elliot Road, 51st Avenue, 17th Avenue, Desert Foothills Parkway, 24th Street, and 40th Street. In the immediate area of the interchanges, the crossroads would be widened to their ultimate lane configuration based on the City of Phoenix General Plan. Adjacent improvements such as signals and road widening would be the responsibility of the City of Phoenix.
Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov

-----Original Message-----
From: Linda Carroll  [mailto:gorda1148@gmail.com] On Behalf Of Sue Carroll
Sent: Saturday, July 13, 2013 1:59 PM
To: Projects
Subject: South Mountain Freeway

My husband and I live in the Sunrise subdivision in the foothills. We often walk through the desert and have seen some beautiful petroglyphs on the first of the three areas that will be destroyed if the freeway is built. The petroglyphs are just off the well worn trail and easily visible. We have not explored higher up but would not be surprised if there are not more. Do you take these ancient petroglyphs into consideration when making your decision? It seems a sad thing to destroy our history just to build roads.

My hope is that ADOT and the Indian Community will agree on the alignment a half mile south that will spare not only hundreds of homes but also those ancient petroglyphs.

Thank you for the opportunity to voice my opinion.

Linda Carroll
2804 W. Ashurst Dr.
Phoenix, AZ 85045

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How can I find out if my house is in the path of development and part of the plan for residential displacement?

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

Aerial maps are available through the hearing available on the project Web site: <azdot.gov/southmountainfreeway>.
## Comment Response Appendix

### Code Comment Document

<table>
<thead>
<tr>
<th>Code</th>
<th>Issue</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
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</tr>
</tbody>
</table>

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From: Projects  
To: ADOT  
Subject: FW: Build the South Mountain Freeway  
Date: Tuesday, May 14, 2013 9:36:46 AM  
Attachments:  

---

From: Rebecca Carter [mailto:rcarter@wirc.co]  
Sent: Monday, May 13, 2013 7:09 AM  
To: Projects  
Cc: info@buildthe202.com  
Subject: Build the South Mountain Freeway  

I am in full support of building the 202 South Mountain Freeway. I do not understand why anyone would oppose such a needed relief for our freeway system. Our freeways are just getting way to congested and we need more roadways to elevate that problem.

Rebecca Carter | Human Resources Manager  
Western Industrial Resources Corporation  
3640 South Cactus Road  
Apache Junction, Arizona 85119-9200  
480-396-7404(O), 480-396-7405(F), 480-505-5310(D)
<table>
<thead>
<tr>
<th>Code</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Comment noted.</td>
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</tbody>
</table>
TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL
DATE: 6/11/13
INCOMING CALL
TIME: 4:26 PM
CALLER MARY ANN CASE
CALLER ADDRESS: 9499 W. MORROW DRIVE, PEORIA, ARIZONA 85382
PHONE: EMAIL:

CALLER REMARKS/QUESTIONS:
I do support building of the South Mountain Freeway. Thank you.

Comment noted.
A major thoroughfare is not an appropriate use of government owned, public used land. The air quality alone would seem to be reason enough for such a project. Adding car pollution and the public disregard of littering and loitering would only worsen the atmosphere already stressed. We are intended to be caregivers of the land - NOT users and destroyers. Please reconsider and find another way.

### Code 1

**Section 4(f) and Section 6(f)**

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

### Code 2

**Air Quality**
The research provided seems to be the best alternative to build freeway in the proposed locations. I'm in favor of the proposed freeway as an Ahwatukee resident.

Comment noted.
... speakers with respect. Please refrain from clapping or booing or whatever you might feel to do, out of respect to the people who have an opinion and comments as they address the panel. So as soon as we get a new name on the list, we’ll call that person and we will continue. Thank you.

Patrick Castle. Mr. Castle, could you use the microphone on this side here, please. Thank you.

Mr. Castle, you have a three-minute time period; you’ll notice the timer right here.

MR. CASTLE: Okay. Great.

THE FACILITATOR: Begin, please.

MR. CASTLE: Thank you very much today for the opportunity. I just want to give a bit of anecdotal observation and evidence of what a freeway can do for enriching the fabric of the community, enriching the home values, enriching the cultural values. We currently live in Laveen where we’ve experienced growth of the community and quality of homes and we feel it’s poised to expand; however, the lack of a freeway currently we see as one of the issues that’s holding that back. One of our prior homes, though, we lived in an area that’s approximately Cactus and where Highway 51...
is, and we lived there over 20 years ago, prior to
the completion of Highway 51. So we lived during the
building of Highway 51, we experienced the opening of
that, and what we saw was an enrichment of the
community far beyond our expectations. It enriched
the school systems, the quality of the housing, the
number of businesses then that were able to step up
and see the opportunity to go into that community.

And so just from, again, an anecdotal, our
own personal experience, we've seen the impact of the
freeway, which, you know, we thought at the time,
great, we'll have better access, but we didn't really
anticipate the powerful impact it had in all aspects
of that area. So we're just now seeing now the
planned 202 extension in Laveen where we currently
live as being a very similar opportunity, that the
community is poised to expand in both commercial and
in cultural ways that I think will be far beyond the
expectations of the folks that are even pro the
extension at this point.

That's all I have. Thank you.

THE FACILITATOR: Thank you, sir.

Those of you who just entered the room, if
you're planning on speaking, please make sure that
you register at the registration desk out front.
1. don't get their jobs back. We'll give them to people with
2. sense in their heads.
3. Anyhow, thanks for listening. ADOT, you're
depressing as always.
4. *
5. *
6. *
7. *
8. UNIDENTIFIED SPEAKER: The biggest thing right
now, I think, is why is it that it's only one day and
during the workday, like, this particular public hearing
and the forum and everything like that? Because normal
people work Monday through Friday, 8:00 to 5:00, so it
seems like it would be better, like, on a weekend, all day
Saturday and all day Sunday.

Because there's a lot of information for people
to kind of comprehend, especially for the people who may
be newer to the community and not familiar with the NEPA
process, not familiar with the technical process, I think
a bigger span of time would have been better.
9. *
10. *
11. *
12. *
13. *
14. *
15. *
16. *
17. *
18. *
19. *
20. *
21. *
22. *
23. MR. CASTLE: Patrick, C-a-s-t-l-e.
24. I just spoke in the other room, but I think that
the key thing that we saw in years in living in an area

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www.drivernix.com

(Comment codes begin on next page)
that is now Highway 51 -- we lived there over 20 years ago prior to the Highway 51 expansion -- was that not only did it resolve many of the crowded freeway situations and the transportation impact, but it also enriched the quality of life way beyond our expectations.

And so we lived through the building of Highway 51. We were approximately at Cactus and the 51, where our house was. And that wasn't really a problem, the building phase. But once the freeway was done, we found that the business and cultural opportunities just really took off at that point because of access.

We now live in Laveen where we see a very similar circumstance and where the community has experienced a lot of growth in the last five, ten years. But because of a lack of a freeway, there's been reticence for many businesses to come in and really serve the community, and the commute for many of the folks is more than they would like.

So once that freeway is completed, we'll see not only expansion of businesses but also the expansion of the housing areas and the enrichment of the area, which I think is going to be way beyond the expectations of the folks that are proposing it, similar to the situation we experienced when Highway 51 was completed when that enriched the area far beyond expectations.
Thank you.

* * *

MS. KIMMICK: Debbie, Kimmick, K-i-m-m-i-c-k. I live on 59th Avenue and Broadway, and I'm concerned about the alternate route or the proposed route. It's going to knock off my access heading north because that's turning into an access road, and I'm concerned that it's cutting my neighborhood in half. So my concerns with it being there would be the noise, the air pollution, the extra congestion. I feel that it would be better if they went and connected it to the 101 instead of the 59th route. I'm going to keep it that simple.

* * *

MR. KIMMICK: My name is Galen, G-a-l-e-n, Kimmick, K-i-m-m-i-c-k, and I live at 59th Avenue and Wood. I have several concerns about this project and the noise it's going to create, the air pollution that I believe it's going to create in my neighborhood that I don't have now. I believe there's a better alternative by
To Whom It May Concern,

I am writing to express my thought on the proposed loop 202 and 59th Avenue Route. My husband, family members, friends and I have voted for approval on the original route when it was first drafted and put on the ballot. Many of us bought our homes in this area with the knowledge that we would be able to access Ahwatukee, Chandler and Tempe area by that route to get to work. I have always lived in the southwest valley and worked in the east valley it is a shame that they now they want to change the route. I hate to think of what it will do to our home values and what homes and businesses will have to be destroyed for the alternative routes. I know that this area is not a very affluent one, but it really irritates me that this area is always the last to get any type of expansion of transportation services.

Thank You
Joanna Castro
To Whom it Concerns,

As a native of Tempe Arizona (59 years) and homeowner in the Ahwatukee Foothills (21 years) I offer my opinion and feeling on the issues and concerns regarding the proposed South Mountain Freeway. I have and will continue to be COMPLETELY OPPOSED to the freeway being installed along Pecos Road!

I would be in agreement to a South Mountain Freeway Loop being installed about 1/4 mile South of Pecos and parallel to Pecos, on the Gila Indian Reservation ... with some condition, and that would be that the plan is useful and agreeable with a fair vote, to the Gila Indian Tribe.

I have followed and engaged in the issues and meetings surrounding the need for a S.M. Loop, for the past 21 years. A more recent suggestion is to have NO FREEWAY/NO ACTION/NO BUILD on or near Pecos but rather to have a truck by-pass route improved and connected to the outer region of Highway 85 and Gila Bend.

If an agreement cannot be made for a loop on the Gila Reservation then my vote is for improving and expanding on the outer loop connection to/highway 85 and Gila Bend.

-Respectfully,

Elizabeth F. Cazan
480-734-7353
ecazan@gmail.com

<table>
<thead>
<tr>
<th>Code</th>
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<tbody>
<tr>
<td>1</td>
<td>Alternatives, Gila River Indian Community Alignment</td>
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<tr>
<td>2</td>
<td>Alternatives</td>
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The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

An alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 was considered (see text on page 3-9 of the Final Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and inter-regional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, it was eliminated from further consideration.
From: Elizabeth Cazan  
Subject: Regarding South Mnt Freeway Loop
Date: Sunday, July 21, 2013 11:47 AM

To Whom it Concerns,

As a native of Tempe Arizona (59 years) and homeowner in the Ahwatukee Foothills (21 years) I offer my opinion and feeling on the issues and concerns regarding the proposed South Mountain Freeway. I have and will continue to be COMPLETELY OPPOSED to the freeway being installed along Pecos Road!

I would be in agreement to a South Mountain Freeway Loop being installed about 1/4 mile South of Pecos and parallel to Pecos, on the Gila Indian Reservation ... with some condition, and that would be that the plan is useful and agreeable with a fair vote, to the Gila Indian Tribe.

I have followed and engaged in the issues and meetings surrounding the need for a S.M. Loop, for the past 21 years. A more recent suggestion is to have NO FREEWAY/NO ACTION/NO BUILD on or near Pecos but rather to have a truck by-pass route improved and connected to the outer region of Highway 85 and Gila Bend.

If an agreement cannot be made for a loop on the Gila Reservation then my vote is for improving and expanding on the outer loop connection to/through highway 85 and Gila Bend.

-Respectfully,
Elizabeth F. Cazan
480-734-7533
ecazan@gmail.com

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From: Scott Cecil [mailto:scottbcecil@gmail.com]
Sent: Tuesday, May 21, 2013 7:42 PM
To: Projects
Subject: Say no to the Loop-202 Extension

PEOPLE OF THE GREATER PHOENIX AREA: If you are opposed to the construction of the Loop-202 freeway expansion, please take the time to submit a public comment to projects@az.gov. Here is mine:

Once again, the moral callousness of eco-apartheid is rearing its ugly head in the Valley of the Sun. The Phoenix, Arizona greater metropolitan area, with its unsustainable urban sprawl, unchecked growth, rampant destruction of finite natural resources and wildlife habitats, and the most industrially polluted zip-code in the country, was recently cited as “The World’s Least Sustainable City”. As is the case with every major city in the United States, most of the negative externalities that are associated with these ecological crises are disproportionately dumped on the doorsteps of oppressed and subjugated populations. The proposed Loop-202 extension is yet one more chapter in the devastatingly sad and brutally savage story of cultural eradication of the indigenous peoples of this valley, who have lived here for hundreds of years. The expansionist eco-philosophy of our American culture has a total disregard for the fact that this land is sacred to the native peoples who still live here and rightfully call this land their home. Many others have commented today about the questionable, outdated and often inaccurate information provided in the environmental impact report for this project. Thusly, I feel it is imperative to focus on the cultural, ecological and spiritual rape that this freeway would commit on the peoples of the Gila River Indian Community. It would be extremely unwise, unfair and unjust to continue the failed model of perpetual growth that we have taken in and around Phoenix. Enough is enough. The line must be drawn here, this far and no farther. The only way that we can ever even begin to heal this land and the people whose culture we have systematically destroyed is to stop now and reverse the trend. Please do not build this freeway.

Scott B Cecil
Chandler, AZ

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<thead>
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<tr>
<td>1</td>
<td>Cultural Resources</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.</td>
</tr>
<tr>
<td>2</td>
<td>Purpose and Need, Old Plan or Use of Old Data</td>
<td></td>
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</tbody>
</table>
1          Dale Huish; may have just registered.
2          Dale Huish.  Did I pronounce that right, sir?
3          MR. HUISH:  That's correct.
4          THE FACILITATOR:  Sir, this isn't a --
5          MR. HUISH:  I'm sorry.
6          THE FACILITATOR:  That's okay.  You're welcome
7          to provide your comments, we just don't have a
8          Q-and-A-type environment.
9          Thank you, sir.
10         Stephanie Hurd.
11         As soon as we finish with Stephanie, we're going
12         to change the panel out and take a break.
13         So if you're ready, she can come up to this
14         microphone and get ready to speak.
15         MS. HURD:  So can I go?
16         THE FACILITATOR:  The panel's fine with that.
17         Gina Cernohous.
18         MS. CERNOHOUS:  Yep, that's me.  I just moved
19         here, I've had my house in Laveen for a couple months.
20         I'm a contract graphic designer.  I chose Laveen because
21         I like the -- kind of the farm, open area, but I
22         strongly, strongly support the freeway, just so it'll
23         connect us to the rest of the city.  I sympathize with
24         the people who are against it, but the urban sprawl is
25         there and we need the freeway to eliminate just the

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1 terrible traffic. I'm sure I'm also like a lot of people
2 that I live in Laveen and we have very few businesses,
3 people have to go outside of the city, and I would love
4 the freeway to enable businesses and encourage businesses
5 to move into Laveen and get the traffic so people will
6 stop spending their money elsewhere, so that's why I
7 support it.
8          I think we can't go back in time, the houses are
9 there, the people are there, and the freeway needs to be
10 there, so I strongly support it and I really hope that
11 you do too. Thanks.
12          THE FACILITATOR: Thank you. We're going to
13 take a ten-minute break to change out the panel. When
14 the ten-minute period is over, Ana Morago, if you're here
15 we'll take you at that point. Thank you, panelists.
16          (The proceeding was at recess from 12:02 p.m. to
17 12:13 p.m.)
18          THE FACILITATOR: Good afternoon, everybody.
19 May we begin again, please. We have a new panel I'd like
20 to introduce up here. We have Matthew Burdick from ADOT,
21 Randy Everett from Federal Highways, and we have Trent
22 Kelso from ADOT.
23 May I please ask Ana Morago to come up and
24 please come up to this microphone.
25          Lisa Doromal.
I travel the entire Valley every week for work. Please accept this email as a strong YES to move forward with the South Mountain Freeway. If in your studies the 59th Ave. corridor was the best option than please start this process as soon as possible.

In my opinion the further we delay the project: cost rise. Land today is at a fair price, in a few years that will not be the case.

Finally - biggest impact is on the Broadway curve it is very overloaded today, this freeway will take pressure off of that area.
From: Projects
To: ADOT
Subject: FW: South Mountain Draft Environmental Impact Statement now available
Date: Tuesday, April 30, 2013 8:54:10 AM

From: Yesenia Chacon [mailto:ychacon@ejmdevelopment.com]
Sent: Friday, April 26, 2013 10:22 AM
To: Projects
Subject: FW: South Mountain Draft Environmental Impact Statement now available

Hi,
I am a resident of South Phoenix, living close to South Mountain and I’m interested in receiving a draft route plan (pdf) of the proposed freeway.
I am excited about this development as it will facilitate traveling from our part of town to other areas of the valley.
Is the plan available on-line?

Thank you in advance!

Best,

Yesenia Chacon
EJM DEVELOPMENT CO.
7419 E. Helm Drive, Suite E
Scottsdale, AZ 85260
480.948.7880 ext. 122
480.948.8051
www.ejmdevelopment.com

From: Arizona Department of Transportation [mailto:adot@service.govdelivery.com]
Sent: Friday, April 26, 2013 10:09 AM
To: Yesenia Chacon
Subject: South Mountain Draft Environmental Impact Statement now available

South Mountain Draft Environmental Impact Statement Now Available

PHOENIX – The Arizona Department of Transportation and the Federal Highway
Administration today released the Draft Environmental Impact Statement (EIS) for the proposed South Mountain Freeway. This release launches a 90-day public comment period.

The draft environmental document can be found on the project website — azdot.gov/SouthMountainFreeway — and at the following locations in the community:

- Phoenix Public Library – Ironwood Branch, 4333 E. Chandler Blvd., Phoenix
- Phoenix Public Library – Burton Barr Central Library, 1221 N. Central Ave., Phoenix
- FedEx Office Print and Ship Center, 4940 E. Ray Road, Phoenix
- Sam Garcia Western Avenue Library, 495 E. Western Ave., Avondale
- Tolleson Public Library, 9555 W. Van Buren St., Tolleson
- ADOT Environmental Planning Group, 1611 W. Jackson St., Phoenix (call 602.712.7767 for appointment)

The document covers potential impacts from building or not building a freeway, coordination with the Gila River Indian Community, purpose and need for a new freeway, alternatives studied and public outreach efforts since the study was launched in 2001.

To provide input during the 90-day public comment period, you can participate in the following ways:

- Attend a public hearing on May 21 from 10 a.m. to 8 p.m. at the Phoenix Convention Center
- Email projects@azdot.gov
- Submit comments at azdot.gov/SouthMountainFreeway
- Call 602.712.7006
- Mail comments to the South Mountain Study Team, 1655 W. Jackson St. MD 126F, Phoenix, AZ 85007

All public comments must be submitted by July 24.

The project’s study team will incorporate input gained from comments to produce the final environmental impact statement, which will have a 60-day public review period. A record of decision is expected in 2014.

Construction of the South Mountain Freeway, if approved, could begin as soon as 2015. The eight-lane freeway would run from I-10 in the West Valley along 59th Avenue, cut across the southwest corner of South Mountain Park and connect with Pecos Road on the south side of Ahwatukee to connect with I-10 and the Loop 202 Santan Freeway.
1 MR. CHADDERTON: I moved to Ahwatukee in '77 and started doing real estate then. And what I was telling them is, when I used to hike South Mountain, it was quiet and serene. Now, if you hike it, you can hear the diesel noise on I-10. And my house, I live on the golf course. Now, at 4:00 in the morning, I hear diesel and noise, even though they have the abatement wall.

2 In 1988 I worked on the CAC, Citizens' Advisory Committee, to master-plan South Mountain Park, for 22 months. I learned a lot about it. And I'm just concerned that putting that in is going to -- I was told that, whenever you put a road in, it affects the habitat for a one-mile corridor. So that's my concern.

3 The other thing is South Mountain was given to the City under a patent through the BLM, the Bureau of Land Management. And I'm wondering if they would have a problem if they want to cut into South Mountain. And I don't think they've looked into that, either.

4 But I'm just worried about pollution and noise. I think it's going to be a big factor that's going to affect all of Ahwatukee.

5 I think it would be neat if Pecos continued, as in, as a two-lane blacktop with lights, to 51st. And if they found -- could do an alternate truck route for the south, so that the trucks -- you know, let the local traffic get around...
but keep the trucks further south, so that we won't have to
deal with so much pollution. That's my two cents.

I started the Chamber of Commerce in Ahwatukee and
am the founding charter president of the Ahwatukee Chamber.
And, as I said, I was on the Citizens' Advisory Committee to
master-plan South Mountain Park back in '88, so I think that
that makes me familiar with the area.
Dear Mayor Stanton and Freeway Engineers;

I am a cyclist and utilize riding my bike on Pecos Rd a couple times weekly, and have done since 2002....  It is wonderful. Wide bike lanes, very few stop lights, and goes from 99th St. west into the new housing development to about 27th avenue.....  Yeah!!! Nice long pretty safe road.

Arizona Senior Olympics annual events have been located there for years: Cycling, Inline roller blade, and running races all utilize Pecos Road for two mornings early in March. There is ample parking off 40th St., Phoenix police keep traffic off Pecos for the races duration, and it has been a wonderful attraction for both in and out-of-state competitors.

Question:  What will happen to the beautiful new homes on the western end of Pecos which may be mere feet from a noisy freeway????

Question:  Could the 202 Eastern leg follow Riggs Road further south, and connect with I-10 on the western edge of South Mountain????  I have ridden that route many times, and there are essentially no homes to bother, and plenty of room to build.

Thank you in advance for your attention to my concerns (and those of MANY cyclists too).

Sincerely,
Ann Chadwick,
Phoenix Metro Bicycle Club

A Riggs Road Alternative was considered. It would replace 31st Avenue south of the Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.
The proposed freeway should not be built. Have you thought of the impact on several schools on Liberty Lane up and down Pecos Rd. The lost lives of high school drivers using this to exit and enter the school will be on ADOT. You don’t have to ramrod this idea down the throat of all who live out here. Not to mention the fact we don’t have enough mountains in Phoenix and you want to destroy part of it. I never thought our own people that live in this state or county would even consider it. Think of something useful to waste 1.9 billion on. I would rather have my money and live peacefully.

Donna Chamberlain

The study considered local travel for residents including those attending schools near the freeway. In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the freeway on the local street system. The City study found no adverse effects on the local street system from the proposed freeway (see Appendix 3-1 in the Final Environmental Impact Statement). Schools will continue to be accessed using the local street system.

While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement beginning on page 4-91).

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

<table>
<thead>
<tr>
<th>Code</th>
<th>Issue</th>
<th>Response</th>
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<tbody>
<tr>
<td>1</td>
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<td>2</td>
<td>Neighborhoods/Communities</td>
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<tr>
<td>4</td>
<td>Purpose and Need, Lack of Support</td>
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From: Paul Chapman [mailto:pwchapman3@yahoo.com]
Sent: Saturday, May 11, 2013 11:22 PM
To: Projects
Cc: info@buildthe202.com
Subject: Build the South Mountain Freeway

Build the 202 South Mountain freeway

Paul Chapman

Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.
The South Mountain Freeway is desperately needed. As a resident of Laveen, I fear without freeway access my neighborhood will not fully flourish. Easier access to other cities in the valley will bring more income to the area and better economic growth. With the growth in population projected, the freeway would help reduce commute times and decrease traffic congestion. Less cars on residential streets and reduced time on freeways would help decrease pollution in the valley as well.

Adrien Chapman

Comment noted.
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**TELEPHONE CONVERSATION RECORD**  
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

<table>
<thead>
<tr>
<th>INCOMING CALL</th>
<th>OUTGOING CALL</th>
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</thead>
<tbody>
<tr>
<td>DATE: 5/20/13</td>
<td>TIME: 2:31 PM</td>
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**CALLER:** KIP CHARLTON  
**CALLER ADDRESS:** 4040 N. 58TH STREET, PHOENIX, ARIZONA 85018  
**PHONE:** 480-703-5919  
**EMAIL:**

**CALLER REMARKS/QUESTIONS:**  
I'm calling in support of the South Mountain freeway. You can reach me at...Thank you.

**Response:**  
Comment noted.
TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREWEAY INFORMATION LINE

INCOMING CALL
DATE: 6/11/13
TIME: 4:08 PM
CALLER: MICHAEL CHARLTON
CALLER ADDRESS: 16901 W. DESERT MIRAGE DRIVE, SURPRISE, ARIZONA
PHONE: EMAIL:

CALLER REMARKS/QUESTIONS:
Yes, I do support that freeway being built. Having lived on both sides of the valley, it will be a great help. Bye.

Comment noted.
MS. CHASE: I'll start out by saying I'm angry. I am angry because I came here to have something to say about this, to the State of Arizona and to the people. And now I find out, when I get here, I can't say anything. Well, I'm just now pointing out that all I can talk to is a court reporter. I can't even talk -- And that's not what the paper said. The paper said that -- The paper said there was going to be another meeting here, for public -- for public opinion. Well, that's what I'm here for. I'm not here to talk to a court reporter. I'm not here to talk to the State of Arizona. I'm here to talk about this issue to the people that are involved: community members; Pangaea, who wants to do this thing. What for? And to the State of Arizona.

The Government gave us this land, this reservation, for our benefit, for our use. The State of Arizona aren't Indians. Go on the other side of the boundary. Put your freeway on the other side of the boundary. Yeah, well, you can just listen to what I've got to say here, being I can't talk to anybody. That's wrong, doing it, because that's tyranny, that you're going to tell us what you're going to do but you don't want -- you don't want us to tell you what we think about it except to a court reporter? I want to talk to the people. I want to be able to

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
get my ideas and what I think about this thing to the people.
That’s the whole purpose of the meeting, as to whether they’re
going to build the freeway or not. How are you going to build
the freeway when you don’t know what we think about it, except
on paper?
I’m not here to talk to you.
And that’s wrong. That’s not Indian way. That’s
another thing that I’m talking about, wanting to talk about, is
Indian way. We have our way, our traditions, our culture. And
you people, you Americans, we call you Americans. You
Americans, you don’t know Indian way.
Well, I’m here to tell you what Indian way is. And
Indian way is still here on the reservation. It’s alive and
kicking.
And Pangaea wants to build this freeway on there,
and they’re not even -- I called and found out, they don’t even
have any exit. What is it? 22 miles, that freeway is going to
run? There aren’t even any exits on the reservation.
And Pangaea wants to bring industry and business?
How are they going to bring industry and business to the
freeway when there’s no exits?
The exit is going to be at 59th Avenue,
off-reservation. All the State wants to do is put a road in
here, for your convenience.
And the paper said that this is not going to be

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

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

4 | Design | The interchange locations for the proposed freeway are (see Figure 3-28, on Draft Environmental Impact Statement page 3-51): Interstate 10 (Maricopa Freeway)/State Route 202L Traffic Interchange 40th Street 24th Street Desert Foothills Parkway 17th Avenue 51st Avenue Elliot Road Dobbins Road Baseline Road Southern Avenue Broadway Road Lower Buckeye Road Buckeye Road Van Buren Street Interstate 10 (Papago Freeway)/State Route 202L Traffic Interchange |
1 harmful to the City of Phoenix. Do I care about the City of Phoenix? No.
2 I live here on the reservation. I am concerned about the impact of this freeway, that's going to have on our environment. We've got South Mountain here. We've got Estrellas over here on the other side. Where is that smog going to go? Right here on the reservation.
3 And Phoenix, the State of Arizona, wants that smog here on the reservation, not in Phoenix.
4 From the very beginning, when Columbus came here and discovered -- to the Bahamas and to the United States of America, what it is now, they've been trying to destroy the Indian population, the Natives. They set out to kill us.
5 Germany, Hitler, they had their concentration camps where they annihilated the Jewish population. The United States is no different. The only thing is they don't call them concentration camps. They call them reservations.
6 They put us on reservations for why? To kill us off. But I've got news for you: We're still here. We're survivors.
7 They took -- The Government took our land, in Docket 228. And the attorney told me, we got 25 cents an acre for that land. That was $6 million to be split with Salt River, Ak-Chin, and Gila River. That's three -- $6 million.
8 That came to 25 cents an acre. That's what we got for it.

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And the Government argued: Because it was undeveloped land.

What do they mean, undeveloped land? The Pimas built canals all over this place. It was not undeveloped land. We had an irrigation system here that’s doing well today. Those same irrigation canals that the Pimas built are being used right now. It was not undeveloped land.

We didn’t have 20-foot -- or 20-story skyscrapers. But I’ll tell you what: We still had a skyscraper. We had a four-story building near Coolidge, the Casa Grande ruins today. Four stories high, a massive building. There aren’t even four-story buildings in Casa Grande, in Florence, or Coolidge today.

And they have the nerve to tell -- call us uncivilized? Heathens? They don’t know Indian history. They don’t know Indians like we know Indians.

I’m an Indian. I’m a Pima Indian. I was raised by Pimas. My first language was Pima. I was born on the reservation. I know what our history is. I know what it is today: We’re in a transition. And I don’t like that transition.

This guy -- I wasn’t going to say this, but I will now. This guy, what’s his name? Joseph Perez. Pangaea. I said -- I was talking to some young people at the computer lab, some time ago, and I says, “Who is this guy, anyway?”
And one of the young men there laughed, and he said, "I went to school with -- with Joey. He used to say, 'I'm not an Indian. I'm a Mexican.'"

And now, all of a sudden, it behooves him to become an Indian because he wants to make money? So now he's saying, "Oh, I'm a tribal member. My family this, and my family that." What kind -- what kind of stuff is this? I mean, that's not Pima way. He wasn't raised as a Pima. He doesn't even speak Pima.

And that's what I'm saying, is now, what we've got, we're in a transition, where that we have people like me, who know Indian life, who know Indian tradition and Indian way. And we have the new generation, who don't even speak Pima and didn't even want to be associated as being an Indian. He's a Mexican.

Well, I'm glad to be a Pima because I know my heritage. I know my ancestors. I know their way of life. I know how they lived and what they did.

And I have something against those contractors that were at that last meeting, saying that they wanted -- that this meant 30,000 jobs for them and they wanted -- they wanted that freeway in there. Well, I'm sick and tired of them.

I've got news for them: I'm sick and tired of rescuing the American public, people, because we did that when the settlers came through. They had Indian scouts, Pima
scouts, that went out in the desert and picked up the settlers because they were dying from lack of water, dehydration. And they rescued them, fed them, gave them water, took care of their animals.

And now these contractors are coming to the Pimas and saying, “Oh, help us. We want 30,000 jobs.” I’ve got news for them: They’re barking up the wrong tree. Let them go to their Government.

It was the United States Government that was overseeing all this housing thing that went corrupt and bankrupt and put us into recession, put this country into recession. Hold those people responsible. Make them provide jobs for them. Don’t come to the Pimas and ask the Pimas to provide jobs for them. We already did that. And I don’t want to do it now.

Now all we’ve got is 373,000 acres. This land is for our children. It’s for us to live on. The Government gave us this land for our use, for our benefit.

And these contractors and the State of Arizona, they’re not Pimas. They’re not Indians. Go on the other side of the freeway -- or the boundary. Go on the other side of the boundary and build your freeway over there.

They gave us 25 cents an acre for this land. Don’t -- You don’t need any more. We’re not giving you another square inch. You go on the other side of the boundary and
1 build your freeways.
2 These freeways are like snakes: a freeway here, a
3 freeway there, a freeway here. Freeways all over the place,
4 We don't want any freeways on our reservation.
5 Where is all that pollution going to go? Right here on the
6 reservation.
7 Does Phoenix care? Does the State of Arizona care?
8 Does Governor What's-Her-Name care? No.
9 We're survivors. And I'm here to tell you guys:
10 Take your freeway and go on the other side of the boundary.
11 You've got Baseline over there. Put your freeway
12 over there. And then don't put any exits on it for 22 miles,
13 and see what those people, those business people, have to say
14 about that.
15 A freeway with no exits? And these Pangaea people
16 think they're going to get rich because they're going to put in
17 a freeway with no exits and they're going to put businesses up
18 alongside the freeway? That's disaster. That's failure
19 because people off-reservation aren't going to come to the
20 reservation, to their businesses, to do business, when they can
21 go two blocks down there from their house and go to Bashas', go
22 to Walmart, and Target, and all of those other places. They're
23 not going to come to here.
24 Business is: Location, location, location.
25 Where is your location?
And they want to put business out in the middle of
the desert, by a freeway with no exits? How smart are these
people at Pangaea? Who are they, anyway? We don’t even know
anything about Pangaea. Who is this Joey Perez? Has he done
land development? How successful has -- What’s his history?
Where is his money coming from? Who is financing this Pangaea
outfit?

They’re paying -- They’re paying people $50 a
signature to sign those petitions. And where else is that
done? Do off-reservation people get $50 when they sign a
petition? They’re doing it here.

And who is paying them that $50? Where is it
coming from?

Joey Perez is just a front. I understand, his wife
is a partner in this, too. He’s just a front.

But who is behind it? Where is the money coming
from? Who are the -- Where is the money?

And even those people aren’t too smart if they want
to put businesses out in the middle of the freeway with no
traffic.

We’re 22 percent unemployed here. And they expect
us to go and buy from them? We’re poor. We’re
poverty-stricken. And that’s why those landowners want that
freeway to go in there. They think it’s going to be money for
them. But it isn’t.
They're promised $2,000, that they're going to get $2,000. But those landowners don't stop to think that that land is fractionated land. What -- how that turn -- How that came about is that, when the Allotment Act was passed in 18-something -- '87, I think it was. When they passed that first Allotment Act, every Indian in the Gila River got ten acres. My grandfather got ten acres. His children got ten acres.

Then, when he died, then his children got a fraction of his allotment. And then his grandchildren -- who I'm a grandchild -- now I have interest in that land. So that's what this land is. That ten acres is fractionated. When it's leased out, all the people, the allottees that have interest in that land, just get a fraction of the $2,000. But these people think they're going to get $2,000? Huh-uh. They're only going to get a portion of that $2,000, depending on how many people are in that land.

All of the landowners are -- They're not landowners because they don't own the land. They just have interest in the land. All of those people are going to get a portion of that $2,000.

So what are they going to end up with? We have hundreds of people that have interest in these fractions, one piece of fractionated land, so that some of them only get pennies when that land is leased out. So how far is $2,000?
And this is why I'm here to tell the people, to bring out these things, so that they won't be taken in. They don't -- They don't think about this. All they see -- All they hear is: We're going to get $2,000. And where is $2,000 going to go, anyway?

One lady told me she went to a meeting. They told her she was going to get $2,000. She said, "What am I going to do with $2,000? I can't fix my car, pay my electric bill. What am I going -- What good is $2,000 going to do me?"

She said, "I left. I wasn't interested."

She was a smart one. She had it figured out. But, unfortunately, there are people that don't figure it out. They don't think.

And that's what I'm here for, is to try to tell them: Look, this is what's happening. This is what's involved. These are -- These are all the things that are involved in this freeway thing.

(Ms. Chase speaks a brief phrase in Pima) Don't like it. Don't accept it.

And -- and Joey Perez, and he wants to -- He wants to have another election on this? We already said, "No." The people already had an election.

And here, here, I found this thing here. I didn't get a copy of that. But read that.
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<tr>
<td>1</td>
<td>See, that's a -- This is a picture of the</td>
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<td>2</td>
<td>reservation. There's Chandler and all these other places</td>
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<td>3</td>
<td>around it. And this is what it says here. It says -- I have</td>
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<td>to get my glasses.</td>
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<td>5</td>
<td>This says: Shouldn't community members be able to</td>
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<td>decide what is -- what is appropriate for the community?</td>
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<td>We already did. We already decided. No, we don't</td>
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<td>want the freeway.</td>
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<td>But, you see, there's a -- There's a Indian way and</td>
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<td>an American way. We're in conflict. And Americans don't</td>
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<td>understand Indian way. Indian way, the people have already</td>
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<td>said what they -- what they wanted. Indian way, it shouldn't</td>
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<td>even come up again. It's been decided.</td>
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<td>14</td>
<td>So how -- And I was talking to a friend about this.</td>
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<td>And I said, &quot;Well, you know, this isn't like a court hearing</td>
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<td>and one side loses and they ask for an appeal. We had an</td>
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<td>election, not -- not a court hearing. This shouldn't be an</td>
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<td>appeal.&quot;</td>
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<td>19</td>
<td>And she said, &quot;Well, if I think of it, I think that</td>
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<td>there was a Martin Luther King election, and I think they --</td>
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<td>the voters went to the polls three times before they made</td>
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<td>Martin Luther King a holiday.&quot;</td>
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<td>23</td>
<td>I thought -- I said, &quot;Oh, yeah, I didn't know that.</td>
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<td>24</td>
<td>I forgot about that.&quot;</td>
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<tr>
<td>25</td>
<td>So that's a difference, right there, between Indian</td>
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way and the American way. American way, you can keep
petitioning and petitioning and petitioning and petitioning,
It's like a crying baby. The baby cries and cries and cries
until momma comes and gives it some milk and shuts it up.
So then -- And that's what -- That's what Pangaea
is doing: Crying and crying and crying, petition after
petition, to get their way because legally they can do it.
But Indian way, Indian way, you can't, because we
already decided. We already told you: No, we don't want it.
Go away. Leave us alone.
That's Indian way.
And I said -- And that's the conflict that we're
in. We're in one -- we're in one -- We're in one life and in
another life. We're Indian way, living Indians -- living
Indian way, and trying to be living American way. They're in
conflict.
And we're getting this new generation of people who
don't know Indian way. And Perez doesn't even want to admit
he's an Indian, saying, "I'm a Mexican."
So what have we got here?
And I'm just here to say, to the people, that we
need to -- we need to -- If we're Indians and this land is our
land, we need to preserve it for our children. We need to be
careful about the environment. We have the Sierra Club now and
all kinds of other clubs that are concerned with the
environment.

I've got news for them: We had Sierra Club long
before they ever came along, because Indians didn't kill just
to kill. It wasn't a sport.

The Indians up north, they hunted buffalo. And
they used every bit of that buffalo for their -- for their
livelihood or whatever. They used the -- They used the hides
for tents, for clothing, for food. They used the whole
buffalo. They didn't go out there and just destroy it.

They did the same thing with other life. Deer,
they didn't go out there and kill Bambi's mother and kill
Bambi, too. They were concerned with wildlife.

They called the earth "Mother Earth," because
Indian way, Indian language, is expressive and they saw that
the earth provided grain, berries, rabbits, buffalo, deer, for
their food and for whatever they needed. The earth did that.

So that's why they called it "Mother Earth."

And they lived in harmony with their environment.

When those settlers came west and they saw the
buffalo and the beavers, all they saw were hides and money.

And that's the difference between the Europeans and the
Indians.

Our lives are different. We think different.

We're Indians. And -- and we live, many of us, just like our
ancestor did. And we've lost so much of -- of our way of life.
My grandfather, when I was a little girl, our little dog, Tuffy -- I still remember his name. It was a little -- kind of, a little white dog with fluffy fur. That little dog was running in circles, yipping and yapping, and just wild. And we all stood there watching him, my brothers and sisters and I. And my grandfather was close by, and he saw that little dog. He calmly walked over to the house and got a pitchfork standing up against the building. He took that pitchfork and he killed that little dog.

And I thought: Why are you doing this? Why are you killing our dog?

And it wasn't until I went to high school and had a science class and heard about rabies, then I knew why my grandfather killed that dog.

And that was the way the whole Indians were. They -- He didn't bat an eyelash. He saw the danger, and he moved. He didn't wait an hour, 15 minutes, or the next day. He took that pitchfork and he killed that little dog for the safety of us children.

And that's part of what I know Indian way is like. And that's why that I'm here, to say that there's still some of us that are traditional. There's still some of us that know Indian way.
And I won't bat an eyelash to say, "Take your freeway and put it on the other side of the boundary."

That's what it's all about. Our Indian way is different. And -- and we're in conflict. And our children are not learning Indian way.

But there's some of us here that still -- we're still traditional. We still know our ways.

And I'll tell you another story about my grandfather. My father was in the United States Army. And he came home. He was in Hawaii, and he came home. And I guess my grandfather got his check and cashed it. And my dad found out about it. I was a little girl. I was standing right there, listening to all of this.

And my dad said to my grandfather, (Ms. Chase speaks a brief phrase in Pima), "I'm going to put you in jail."

And my grandfather looked at him and said, (Ms. Chase speaks a brief phrase in Pima), "Go ahead and do it."

But he said, "These children" -- he said all of this in Pima -- "these children are your children. It's your responsibility to take care of these children. But you haven't been doing it. I've been doing it. I've been taking care of your children. And, yes, I took that check and I cashed it, for your children, to buy them food, to buy them clothes, to buy them what they need. I did it. Go ahead. Put me in
My dad, because he was an Indian, raised Indian way, put his head down, turned around, and walked away. Yeah, American way, my grandfather could have gone to prison for forgery. But Indian way, he won. And my dad walked away and didn’t do that.

So that’s the way Indian way is. That’s what I know about Indian way. It’s different from the American way. And that’s what I’m here, to remind these people that want to do this: No, don’t do it. So like my grandfather did. He killed that little dog for the safety of his children. Think about your children. Don’t give away this land because what are your children going to have? Nothing.

I have -- I have interest in my grandfather’s land now because he didn’t give it away. He was poor. He didn’t have money. They were poverty-stricken. But he didn’t sell his land because in those days, those old people said, “Don’t sell your land. If you do, you’re going to be walking down the road with a bag of clothes. You’re going to have nowhere to live. You’re going to have nothing. You save this land.”

That’s what we were told. That’s how we were raised. But some of our people don’t know this.

This Joey Perez, he’s not Indian way. All he’s -- He’s American way: Greed. Give me that money. Give me that money. That’s the way -- That’s the way it is.
And I'm here to say, I don't want the freeway on --
on Indian land. I like our buzzards. I like our jackrabbits.
An elderly man at an elderly-concerns meeting said,
"I saw -- I saw two eagles up there on South Mountain. What's
going to happen to them once that freeway goes in?"
Because Indians live with their environment. They
care about the roadrunners, the quail. They learn from it.
I used to go to the old-time Farmers Association
meetings and hear the stories that they told. And the stories
were about the animals, and they lived with the animals. They
didn't -- They only took what they needed. They didn't just
kill them. They didn't destroy them.
That's why I'm saying that they were here long
before Sierra Club came along, and all of these other wildlife
programs and projects.
We lived that life, and I don't want to see it
destroyed. I want to save it for -- for our people and for our
children.
And, as it is, we have all kinds of pollution now.
We get asthma. My little great-grandson has asthma. I get
asthma because of our environment and the -- and the pollution
of the -- of the air.
But people don't think of that.
We're dying from diabetes. 80 percent of our
population on Gila River have diabetes. In 1909 they only had
one case of diabetes. Today, 80 percent of our population has diabetes.
Diabetes causes strokes, heart attacks, kidney failures, all kinds of failures in the bodies. Our legs are amputated. Our ar
And now they say that Alzheimer’s is connected with diabetes.
So we’re dying. We’re becoming an extinct nation.
And that’s bad enough, that we -- How they want to put a freeway through here and further pollute our air? No.
The people need -- Our people need to think about all these things and to think of what they’re doing and not just be trying to grab that money because where is that money going to go, anyway? It’s not going to go anywhere. You’re not going to take it with you.
And you’re just depriving -- These people are just depriving their children of land, of a place to live. So that -- that -- those are -- That was what I wanted to try to bring out, and these points to bring out to the people. And -- and to try, both sides.
And those -- Those contractors need to be ashamed of themselves because all they want is 30,000 jobs. They don’t care about the people here.
And when those jobs and that freeway is completed and those 30,000 people are out of jobs, what are they going to
do next?
It's just a temporary -- a temporary cure for their insatiable desire for TVs and, you know, those phones, all kinds of phones, and all kinds of computers and all kinds of stuff like that. It's never going to end, their desire for them, because that's the way that these Europeans are. They did it in Europe, fought over land over in Europe. From bible days, they fought over land.

But the Natives here in this country, we're different. We don't -- We didn't fight over land. We had our areas where we lived, but we didn't fight over land because they believed that land was to live on. It wasn't meant for personal ownership.

And this is one of the differences between the Indians and the Europeans. They want their name on a tract of land. And, when the West started being settled, the Government gave -- I didn't write that down, the statistics on that -- but gave a lot of land in the West, reserved for the Indians.

Then they passed -- I believe it was the Dawes Act. They passed that Act. And what that Act did was they took the land that they reserved for the Indians and sold it to the settlers for 50 cents an acre.

And so this Government has been -- they've -- Their intention, from the very beginning, was to kill all of the Natives off, get their land and their buffalo and everything.
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<td>have rabbits. I have cardinals, doves, quail, all kinds of</td>
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<td>provide water for them. And birds love water; I've found that</td>
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<td>And they come to -- Even dogs, stray dogs, come to</td>
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And they're -- And they're still doing it. They already got all our reservation land. I mean, not our reservation land but the -- what do you call it, the -- the Native lands where the Natives lived. They already took that. That's where we got the 25 cents an acre. They already got it. But they're not satisfied with that. Now they're coming on the reservation and wanting our reservation land. I fought more developers coming -- wanting to come on our reservation and take our land, because they've developed all of Chandler. They're up to our border now. Now our reservation land is looking pretty good to them because contractors, their mindset is: If they see a piece of land that doesn't have asphalt on it, they're going to put asphalt on it. They're going to put buildings on it. That's the nature of the beast. But that's not our way. We like our jackrabbits. I live on a tribal home-site lot that's about an acre big. I have rabbits. I have cardinals, doves, quail, all kinds of birds, and owls that come to -- come to my lot because I provide water for them. And birds love water; I've found that out. And they come to -- Even dogs, stray dogs, come to
my house looking for water. And -- and I have trees. And they
want the safety of my -- of my lot.

And I just found out we even have rattlesnakes. We
had found a little tiny rattlesnake on the porch. So even
rattlesnakes are coming to my house.

But -- but Indian way, these are all -- This is
part of my heritage, to live in conformity with nature. They
didn't -- They didn't kill animals just to kill them.

We had a -- We had a Gila monster one time by our
house, and my dad took that Gila monster and took it out in the
desert. He didn't kill it. And so but that's an example of --
of how Indian -- Indian way is, how Indian people thought and
how they lived.

And it's so sad for me to see that we're losing it.
For what? For money? For the greed of money?

And in the old days people didn't have money. They
didn't care about money. They put holes in nickels and made
necklaces out of them or put them on their shirts. You know,
that's what money meant to them. It was just a decoration.

And they were happy. I remember, as a little girl,
that we would go to Sacaton. And the church would take their
tamales and sell tamales. And they had -- They had baseball
teams playing against each other. They had rodeo. And people
were happy. People laughed and visited, and they were happy.

But it wasn't money that made them happy. It
Comment Document

1 was -- It was being social, getting together, relatives. We're all related. And it was people getting together. And they laughed and had fun.

4 I remember, as a little girl, that the girls used to hold hands, and they would walk around the rodeo arena in one direction. And the boys would walk around the arena in the opposite direction. And then, when they'd come together, they'd all giggle and laugh. The girls would giggle and laugh. And -- and you used to be able to -- girls would hold hands, and nobody thought of them as being homosexuals. Now you don't dare walk down the street holding a girl's hand.

8 But so those are the -- Those are the differences. And being 75 years old, I've lived in that generation. I know what it's like to be a Pima, what it's like to be an Indian, and what it's like to live in the -- in the Indian society, where that -- where that families, they live together and work together and help each other. If somebody needed a house, they all got together and built a house for them. Somebody needed their grain to be -- to be harvested; they all came and harvested the grain. They -- They lived together. That's the way Indian life was.

19 Today, it's different because Americans don't live like that. They put their grandparents in the nursing home somewhere so they won't be bothered by them. Now we're doing that.
So we're changing, and I don't think it's for the good. And all we've got -- If all we've got now is -- is to fight for this freeway not to go through here, then we've got to do.

And I'll just say, to that Pangaea, Joey Perez, and all those people that are -- that are trying to put this freeway in, that there's still some of us here, some of us traditionals, that we're still here. And we're still Indians. We're still Pimas.

And -- and those people that were at that Phoenix meeting, they're a block that were opposed to the 202 Freeway. They're a block. And, if Joey Perez and his cohorts want to put that freeway in, they're going to have to go through that block.

And we're still Pimas, like the old Pimas. We're a formidable bunch. And you better look out because we're not -- we don't want it.

And -- and, as they said in the Marine Corps -- My husband was in the Marine Corps. And there was a saying. It goes: You feel froggy? Jump. Joey Perez feels froggy? Jump.

So that -- Yeah, he's going to have to reckon with some of us traditionals.

And that's all I've got to say.
Pangaea got another petition. And so they brought it to the Council. And the enrollment or the secretary's office, they looked at these signatures, and they weren't right. And so I guess some of them were forged. They didn't really say.

But so they had a -- So the Council had a meeting on that. And Myron Scherers (phonetic) made a motion to clean up the petition, go through all the signatures and make sure they were all valid signatures. And the Council passed that motion.

But Annette Stewart, a councilwoman from District 5, didn't vote for it. And she gave her reason why. She said: They should just redo the whole petition, not just clean it up.

And -- and I'm in agreement with her on that, on account of the petition is one document. It isn't just this page and that page and all of the pages put together. It's all of the pages put together making one document. And, if any part of that document is fraudulent, then the whole document is fraudulent.

They need to retake that petition and redo it. And I'll go one step further, to say that the people that carried those petitions and got those fraudulent signatures shouldn't be allowed to carry another petition. And in my anger I'll even say that those people should be excluded.
from the reservation. We have people that are excluded. What
that means is that, when people are so bad, they're -- they're
run off the reservation.

And that's what they should do to these people
because they're confidence people. And I don't know if they're
men or woman or who. But they take -- They get the confidence
of the people.

These people that signed the petition are believing
that everything is upright; everything is honest. And it
isn't. And so they signed the petition, believing that
everything is right when it isn't. And these people getting
the petitions, signatures, they're -- They're confidence
people.

And that -- What can be worse than to betray Indian
way again is to betray people that have trusted you to do
what's right. There's just no -- There's just no excuse for
it.

There isn't even -- We don't even have a law, I
think, about that because it's not our way. We don't have
people that -- confidence men that come in here and gain the
confidence of the people for their benefit and then turn around
and stab them in the back. That's not Pima way. So we don't
even have any laws that would cover that.

The only thing we have is exclusion. If -- if a
family or a person is so bad, then exclude them from the
reservation. Throw them off.

So and I think -- I would have a tendency to believe that, if we were living back in the seventeen, eighteen hundreds, they would do exactly that. I think that, if they found somebody that was so bad, and so immoral, so corrupt, I think they'd -- they'd tell them, “Leave the reservation. Get out of here.”

I think that's what they -- that that would be the remedy that they would have for that. So I would -- being -- Being somebody from the old ways, that's -- that would be my opinion on that.

But, at least, what they should do is not allow these people who carry these petitions and got fraudulent signatures to go do it again. You -- when somebody robs your house, you don't open the door and say, “Come on in, do it again. You didn't -- You forgot my refrigerator.”

So but okay. I guess that will be all.
From: Projects
To: ADOT
Subject: FW: Build the South Mountain Freeway
Date: Tuesday, May 14, 2013 9:36:45 AM

-----Original Message-----
From: Micaela Cheath [mailto:willlldcat80@aol.com]
Sent: Monday, May 13, 2013 6:55 AM
To: Projects
Cc: info@buildthe202.com
Subject: Build the South Mountain Freeway

I live in Laveen and traffic coming and going from here gets worse everyday. 51st Ave is downright hazardous with big trucks and casino traffic and people using Riggs to skip the city. It's madness and neither road is built to sustain much more traffic. During rush hour it's crazy, particularly on 51st and lower buckeye near the amazon building. There's a huge need for the 202, it’s been on the plans for 30 years, not having it is delaying development in Laveen and the only hold up is a handful of awhatukee residents who don’t want to be close to the reservation that they bought homes right next to. I have lived in Laveen my entire life as well and I’m very nervous about the change it will bring. Progress and change however is undeniable and while I have concerns I recognize that this freeway is a necessity for the improvement of all of Phoenix for safer more convenient road ways. So lets just build it already!

Sent from my iPhone

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

The alignment proposed in the comment is similar to the W71 Alternative. The W71 Alternative would affect over 800 single-family residences. The Preferred Alternative, W59 Alternative, is located almost entirely along farmland in Laveen Village and would affect only 46 single-family residences (see page 4-46 of the Final Environmental Impact Statement). It is not possible to route the proposed freeway entirely through farmland.

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<td>1</td>
<td>Alternatives, W59 Alternative Versus W101 Alternative</td>
<td>The alignment proposed in the comment is similar to the W71 Alternative. The W71 Alternative would affect over 800 single-family residences. The Preferred Alternative, W59 Alternative, is located almost entirely along farmland in Laveen Village and would affect only 46 single-family residences (see page 4-46 of the Final Environmental Impact Statement). It is not possible to route the proposed freeway entirely through farmland.</td>
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<td>2</td>
<td>Acquisitions and Relocations</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <em>Responses to Frequently Submitted Public Comments</em> beginning on page B733 of this appendix.</td>
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_Walter Cheatham_  
PO Box 4  
Laveen AZ 85339  
My house is located at 8402 S. 51st Avenue in Laveen but there is NO mail delivery at my house._
TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL
DATE: 7/24/13
TIME: 10:59 AM
CALLER: VIRGINIA CHOISNARB
PHONE: 602-269-0285

EMAIL: 

CALLER REMARKS/QUESTIONS:
I support South Mountain freeway. I don't really know too much about it but anything that will relieve
the pressure, I think will be wonderful. [Unclear]. Thank you very much. [Unclear]. Bye bye.

Code  Issue  Response
1  Comment noted.
The proposed South Mountain Freeway will have huge impact on valley’s transportation system and environmental characteristics. It will provide a much needed alternative route to bypass Phoenix downtown reducing traffic congestion and drastically improving air quality. Traffic safety will be enhanced and crashes will be reduced by constructing this freeway. Semi-trucks and larger commercial vehicles will have an easier bypass route. It will allow I-10 commuters easier commuting especially during rush hours on Phoenix freeways including I-10 and I-17 truck route. The freeway construction is already funded through voter-approved transportation funds in the MAG regional transportation plan. The project will tremendously help state’s economy by providing jobs and business opportunities to hundreds and thousands of construction workers, contractors, small businesses, manufacturers, suppliers and professionals.

Comment noted.

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May 27, 2013

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

Dear South Mountain Study Team,

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

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

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

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

The freeway will also exacerbate urban sprawl and further burden Arizona’s taxpayers. Its construction would continue ADOT’s trend of constraining residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center. Encouraging isolation & reducing our population, rather than continuing expansion.

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

Sincerely,

Ms. Karen Christian
8435 S Tumbling X Ranch Pl
Vail, AZ 85641-8972
(520) 219-7287

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

Although the region’s freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.

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

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

Responses to Frequently Submitted Public Comments Beginning on Page B733 of this Appendix. (Responses continue on next page)
Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.
Dear South Mountain Study Team,

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

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

While having a light-rail line is helpful, it only scratches the surface and needs to be greatly expanded to connect to all major areas of the city north, south, east, and west to encourage people to use it, taking many more cars off the road and helping people exercise by walking. Light-rail can work extremely well as in seen in other major cities in the U.S. and around the world, and having an improved, more extensive bus system would certainly help, as well, for many areas in the farther reaches of Metro Phoenix are still poorly served by public transport. That is the key: sustainable public transport must be “easy” for commuters and contribute to improved air quality, not worsen it. The negative impacts of a freeway, the resulting traffic, and the pollution and environmental degradation that would impose are hazardous both for nature and human health and do not address the larger problem for a Metro area that has been expanded over years without a wise plan for public transport to accommodate the growth.

South Mountain Freeway would have incredibly negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the “uncongested” areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases. The freeway would also negatively affect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.

I am appending comment/issue/alternative codes and responses to these issues can be found in the Comment Response Appendix beginning on page B733 of this appendix.

Jul 24, 2013

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

[Comments and responses continued on next page]
The freeway will also exacerbate urban sprawl and further burden Arizona’s taxpayers. Its construction would continue ADOT’s trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.

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

Sincerely,
Angela Christie
8902 E Via Linda
# 110-170
Scottsdale, AZ 85258-5416

Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.
From: Projects
To: ADOT
Subject: FW: South Mountain Freeway Plans / Comments...
Date: Tuesday, May 14, 2013 9:35:40 AM

-----Original Message-----
From: cbsiv@cox.net [mailto:cbsiv@cox.net]
Sent: Tuesday, May 14, 2013 7:52 AM
To: Projects
Subject: South Mountain Freeway Plans / Comments...

Hi: Three things;  Build it fast for it’s overdue now; two, make it four lanes in each direction and finally, designate a “Trucker Lane” where 75 MPH is ok and they can move the freight safely ! Thank You,
Chuck

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

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TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

**INCOMING CALL**
- **DATE:** 5/19/13
- **TIME:** 5:21 PM
- **CALLER:** BILL CHUCKGROVE
- **PHONE:** 480-922-4780

**CALLER REMARKS/QUESTIONS:**
I support the South Mountain freeway. Thank you.

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Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.
I am writing this e-mail in opposition to the proposed Loop 202 South Mountain Freeway. When is enough growth enough? When are we going to say the metro Phoenix area, Maricopa county, and yes, the state of Arizona has reached the point of population saturation. Growth does not equal improved quality of life. Let’s not pave over our heritage.

1

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

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THE FACILITATOR: Thank you.

MR. ROWLEY: Good afternoon, it’s good to be here with you today. My name is Cade Rowley, I’ve been here in the Valley for almost 15 years, and I want to show my support for the 202 freeway. This thing’s been studied for almost 20 years, I think that I’ve reviewed the draft EIS, I think the team has done a very thorough job of looking at all the issues, weighing in on the environmental consideration as a need to be taken and, you know, the freeway here’s going to provide a lot of great things for the community. It’s going to reduce air pollution, as you probably heard today, congestion is at a premium in this part of the Valley, it’s very difficult to get from the west side of the Valley to the east side where I live and, you know, it’s going to make a big impact on that.

In addition to that, we really need the jobs here in Arizona, so it has the potential to create 30,000 jobs. Our economy is struggling, now is the time to build the 202, and I want to issue my support for the build option of the 202. Thank you.

THE FACILITATOR: Thank you.

Don Clark.

MR. CLARK: Thank you. I want to just voice my appreciation for the study that has been done and voice...
my support for the 202 freeway. I happen to live in Ahwatukee just off of Chandler Boulevard and I know that there's been a lot of conversations in Ahwatukee about the impact to that part of Phoenix. I think it would actually be a boon to that portion of town for several reasons. If you travel from Ahwatukee up I-10 to get to I-17 going north to Prescott, you've experienced a lot of traffic delays on I-10, particularly through the Broadway curve. I think this freeway extension will help to relieve that traffic by bringing traffic off of I-10 that comes up from Tucson and has to get to the middle of Phoenix. This way you'll have a bypass that will actually get that traffic out to the west side of town and relieve the congestion and the delays that people from Ahwatukee experience getting to the airport and in the central business district of Phoenix.

So, again, I want to support my support -- or voice my support for this freeway project. I know that a lot of the information that you see here in the draft EIS shows the real benefits of that and in particular, further, I want to voice the support and in the area of relieving traffic from my area of town. Thank you.

THE FACILITATOR: Thank you.

MR. FRANK: I'm Randy Frank, I'm representing

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Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com
MR. CLARK: I'm horribly frustrated with the fact that this freeway has been delayed again. When I bought my house in 2004, I was told the freeway was coming through, that a town center was going to be built over at 59th and Elliot, the infrastructure would be coming out here. And here we are almost ten years later and nothing has happened in this community.

The closest freeway access is at least 9 miles away. There's no shopping -- limited shopping. We don't have any -- we have a Wal-Mart. If you want to buy clothes, you go to Wal-Mart.

It's very frustrating to live in this community. Our home values have not really increased because nobody wants to live here. No businesses want to come out here because of the lack of access on the freeways. And now they're saying it's going to be 2015 before they start, and I would be surprised if it happened in 2015.

So, like I said, I'm extremely frustrated with the fact that when I bought my house in 2004, I was under the impression that the freeway was going to be coming through and that this community would be a viable community instead of what it is today, which is not very good.

I was going to add on the shopping. The nearest
malls are about 12 miles away in both directions. It's at least 20 minutes of a drive one way to go shopping. There's limited restaurants and services, like just getting a good haircut, because businesses have not seen this as a place to come and develop their business. And a large part of that, I think, points to the fact that it's no highway, so there's no perception, if, you know, ease of access. We consistently see restaurants open and they're busy -- or they're packed because they're a new choice in the neighborhood.

MR. CLARK: I think we have three restaurants down here.

MS. CLARK: And a bunch of fast-food restaurants. It's frustrating.

I was going to say something else.

MR. CLARK: Well, how the highway would benefit -- have you talked about the flooding?

MS. CLARK: Yeah, that's another point. Right now, there's only three roads that go across the river: 51st Avenue, 67th Avenue and 99th Avenue.

MR. CLARK: Well, 51st Avenue is going west.

MS. CLARK: Right. If we have major rain and flooding -- 67th Avenue and 99th Avenue flood. It takes several months for those roads to open up again, so all of the people that live south of the river have to come to
Comment Response Appendix

B1309

Comment Document

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<td>51st Avenue south -- or west of the river -- have to come to 51st Avenue to access Phoenix. So we have a lot of traffic on 51st Avenue. But, yeah, the benefits of getting that freeway in here is -- this community would be so much more vibrant. There's so many people that live out here, but there's just no infrastructure. That's it. THE COURT REPORTER: Did you want to leave your names? MS. CLARK: Oh, Nancy Clark. THE COURT REPORTER: C-l-a-r-k? MS. CLARK: Yes. MR. CLARK: And Michael Clark. THE COURT REPORTER: Thank you. MS. CLARK: I just wish they would get it done already. I might be selling my house. Seriously, I think I've had it with waiting and hoping things are going to change and get better. I think I'm at the point where my house is going on the market and, unfortunately, for not as much money as I would have hoped for because nobody wants to live out here -- I shouldn't say &quot;nobody,&quot; but it sure is limited. It's like living in the boonies. Thank you. THE COURT REPORTER: You're welcome.</td>
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Comment noted.

Page 5

Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com
I can only think of negative consequences to the Loop 202 South Mountain freeway being built on its current alignment, including, but not limited to, the following:

- Decreased property values. My home is within 0.2 mile proximity.
- Increased noise and air pollution, especially since this will turn into a truck bypass.
- Increased crime rates.
- Increased exposure to toxic chemicals and airborne particulates, increasing disease.
- Increase in surface street traffic since there are fewer outlets.
- If a bypass route is needed, it should be further south.
- Cost is prohibitive.

A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138–47; “Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor”). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.

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

While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.

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

In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system. The City study found no adverse effects on the local street system from the freeway (see Appendix 3-1 in the Final Environmental Impact Statement).

The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Final Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.

The project is completely funded through federal sources and a local ½-cent sales tax, as programmed in the Arizona Department of Transportation 5-year Transportation Facilities Construction Program and the Maricopa Association of Governments Regional Transportation Plan.
Please, please, please stop the project to build the South Mountain freeway. As an avid South Mountain hiker it would be devastating to have a highway ruin this amazing park and destroy wildlife. I am incredibly concerned about the noise and air pollution impact on Ahwatukee.

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We definitely need a freeway out here to alleviate some of the traffic on the 10. I have lived between Warner & Elliot east of 48th St, since 1983 and what used to be a 20 minute drive downtown is now more like 45 minutes to an hour during rush hour talk about air quality - no one seems to worry about us folks that live along the 10 but with the traffic backed up every day and night, it can’t be good so it just makes sense to keep that traffic moving and make it faster to get to downtown. I’m sorry for the people that will be displaced but this freeway really needs to be built thru.
To: Arizona Department of Transportation  
South Mountain Freeway Study  
1615 West Jackson Street MD126F  
Phoenix, Arizona 85007  

Re: Environmental Impact Statement (“EIS”)  
Loop 202/South Mountain Freeway  

Date: June 14, 2010

The purpose of this letter is to inform you that I am a property owner in the Laveen area of Phoenix. The property I own is located at 59th Avenue and Baseline Road.

I am supportive of the Loop 202/South Mountain freeway, with the alignment through Laveen known generally as the 59th Avenue Alignment.

I have many reasons for my support of the Loop 202 Freeway:

- **Access to the Region.** The Laveen area needs improved access to the Metro Phoenix Region. Currently, despite the recent growth in Laveen, there is no Freeway to provide access to the employment, service and entertainment centers in Downtown Phoenix, Sky Harbor Airport, the Loop 101 Corridor (West Valley), and/or the Loop 202 Corridor in the Southeast Valley. The Loop 202 Freeway will connect the Laveen area to the Metro Phoenix Region.

- **Congestion/Bottleneck in Downtown Phoenix.** The I-10 Freeway has become a major bottleneck at many locations: in Downtown Phoenix (at the Deck Park Tunnel), on the I-10 West out to the 101 Stack, and certainly at the Broadway Curve and Superstition Freeway Interchange. The Loop 202/South Mountain Freeway will help relieve these major bottlenecks and also support future growth.

- **Long-Range Planning.** The Loop 202/South Mountain Freeway has been on all of the transportation plans from ADOT, MAG and the City of Phoenix dating back to the 1980s (or even earlier). The Loop 202 Freeway has been approved by the voters of Maricopa County on at least two separate occasions. Many long-range planning decisions have been put in place over the years based on the ultimate construction of the Loop 202 Freeway, including zoning and other land-use decisions by the City of Phoenix and property owners to provide commercial, industrial, multifamily and other appropriate land uses directly adjacent to the Loop 202 Freeway. The Loop 202 Freeway supports this approach to long-range planning.

- **Infrastructure/Investment.** The City of Phoenix and the private property owners have continued to work to bring the needed infrastructure to the Laveen area to support and add to the $2 Billion investment in the Loop 202 Freeway. This is a model for

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public/public/private partnership—again, at all levels of government and with the strong support of private property owners. The Loop 202/South Mountain Freeway will be a major stimulus to significant local government investment and private development investment.

- **Jobs.** The Loop 202/South Mountain Freeway is a fully funded $2 Billion Freeway Infrastructure project that will bring an estimated 30,000 jobs to our region. These are much-needed jobs for our community and our families.

- **Laveen Community/Services.** The Loop 202/South Mountain Freeway will allow the Laveen area to obtain the development and services that are needed to support this growing community, including retail services, healthcare services, additional educational opportunities, and certainly enhanced municipal and other government services. The Loop 202 Freeway will bring these vital services to Laveen.

- **Air Quality.** The Loop 202/South Mountain Freeway would reduce congestion on I-10, the Broadway Curve and the Deck Park Tunnel, and keep traffic moving. This will actually improve air quality in this region. The EIS has concluded that the No-Build Alternative would not meet the State of Arizona’s air quality implementation plan.

Please contact me directly at 602-264-4411 or e-mail at rcochran@kitchell.com if you have any questions regarding my property or my support for the Loop 202/South Mountain Freeway.

Thank you.

Ryan Cochran
Director of Development

CC: Governor Jan Brewer
ADOT Director John Halikowski
MAG Director Deanie Smith
MAG Chair Marie Lopez Rogers, Mayor of Avondale
FHWA Administrator Victor Mendez
Congressman Ed Pastor
Congresswoman Ann Kirkpatrick
Congressman Raúl Grijalva
Representative Ruben Gallego
Representative Catherine Miranda
Senator Leah Landrum-Taylor
Mayor Greg Stanton
Councilman Michael Nowakowski
Councilman Michael Johnson
Phoenix City Manager David Cavazos
Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
Phoenix, AZ 85007
602-712-2060

Subject: A Vision for a better future

I believe the community of Ahwatukee is better served without this proposed freeway. Thirty years ago there was nothing this side of South Mountain except big farms and ranches. What will it be like thirty years out? Will Ahwatukee be encircled by eight lanes of freeway with the attendant billboards and quick stop exits featuring Subways, Dairy Queens, Chevrons and Love’s truckstops? How many years will it be before the proposed South Mountain freeway suffers gridlock at rush hour? Will future generations really benefit from more vehicles idling on more miles of freeway?

I believe the transportation money should be invested in expanding our current light rail system, providing a network of speedy trains that whisk commuters and families around the mountain into downtown, the U-district and to entertainment and sporting venues around the Valley. This is the future of metropolitan areas.

Instead of freeway construction, the community of Ahwatukee should invest in retail spaces with shade and character so locals decide to stay here instead of driving to Scottsdale for dinner. We should encourage local small businesses as the community would grow richer and more integrated. Slicing into South Mountain and upending sacred Native spaces is extremely shortsighted. Imagine if thirty years from now, our legacy was a decision by all involved to maximize the benefits of proximity to South Mountain Park. School kids would have the opportunity to learn about the habitat of the Sonoran Desert, our abundance of wildlife, the ancient geology of South Mountain and the Native American history on the land. Enhanced trailheads should better serve this scenic area’s many hikers. These are investments in our future. I just don’t see the benefits of a freeway to this community.

We’ve learned a lot since the time the Valley’s transportation plan was made, and every freeway we build is soon clogged and needing to be expanded. Where

The State of Arizona (through the Arizona Department of Transportation) administers an Outdoor Advertising Program as mandated by the Federal Highway Beautification Act. Arizona’s program provides regulations for the permitting, placement, and maintenance of outdoor advertising signs along Interstate highways as well as State highways within Arizona. The State statutes (Arizona Revised Statutes §§ 28-7901 through 28-7915) and the State rules (R17-3-701 and R17-3-701.01) provide that the Arizona Department of Transportation must regulate any sign that is within view of, directed at, and intended to be read from the main traveled way of a controlled highway. (A controlled highway is any highway that is part of the National Highway System along with specific State routes. The South Mountain Freeway would be both a State route and part of the National Highway System.)

While the Arizona Court of Appeals did decide in November 2011 that electronic billboards violate the 1970 Arizona Highway Beautification Act, a new law was passed by the State Legislature that banned such billboards in much of the state but allowed them in most of Maricopa County and parts of Pinal, Yuma, and La Paz counties. Weeks later, the Phoenix City Council created a zoning ordinance to regulate such billboards on city streets and highways. Chapter 7, Section 705, of the Zoning Ordinance of the City of Phoenix does not permit billboards to occupy public property or to extend across a property line where such property line borders a public highway. Electronic messages are permitted only on land zoned as commercial or industrial or zoned as a nonresidential use in Residential Districts. Under current zoning, this eliminates most, if not all, of the land along the E1 Alternative. Such signs might be permissible along portions of the W59 Alternative. Such signs may not be illuminated between 11 p.m. and sunrise “when (1) located within one hundred fifty (150) feet of Single Family Residential zoned property and (2) visible from such development or property.”

Erection and operation of any billboards on Gila River Indian Community land would be subject to regulation by the Gila River Indian Community.

Although the region’s freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
does that stop? Must we reinvent Southern Cal and their transportation nightmares?
Thanks for your consideration. I hope you too can envision a better future.

Gail Cochrane

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<td>Subject:</td>
<td>Proposed freeway through the west end of South Mt.</td>
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**FROM:**

Maya Coffey

**To:**

Projects

**Subject:**

Proposed freeway through the west end of South Mt.

**Date:**

Friday, May 17, 2013 8:40 PM

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**ADOT,**

I am voicing my opposition to the proposal of the freeway to the SE of South Mountain. It will disturb the pristine quiet beauty of this wonderful park that is so unique. It will not only be an eyesore but also bring more noise to the area disturbing the wild life. I have lived in this valley for 30 years and South Mountain was the first park I have visited. I have hiked all sections of this precious park and would be devastated if some sections were ruined.

I understand the need for better commuting routes but surely the government could spend a little more money to divert the freeway further west. We need future generations to enjoy what many of us are enjoying today. Please realize that such a change to our park will be regretted by so many of residents for generations to come. Let’s keep our park as it is to be enjoyed by future generations. It will recognized as a important step by people all over this country as well. Thanks,

A concerned citizen.

Maya Coffey

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**From:**

Projects

**To:**

ADOT

**Subject:**

The Proposed freeway through the west end of South Mt.

**Date:**

Friday, May 26, 2013 8:37:24 AM

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**Code** | **Issue** | **Response**
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1 | Section 4(f) and Section 6(f) | The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
2 | Visual Resources | Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantially different from what they already see along Pecos Road. Page 4-161 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sit-in period would help in visually sensitive or critical roadway areas.
3 | Biology, Plants, and Wildlife | Limited research has been conducted on the relationships of highways, traffic volume, noise, and impacts on wildlife. Some studies have alluded to noise as being harmful to wildlife populations, but most information to date has documented impacts on songbirds (Reijnen et al. 1995a, 1996) where densities next to highways were lower for 60 percent of the species, and species richness was a third lower. The “noise effect zone” adjacent to highways varied greatly by vegetative type (Reijnen et al. 1995b) as well as traffic volume (Reijnen et al. 1995a). These factors then relate to the noise impact distance on wildlife, extending 0.25 mile (1,320 feet) with 8,000 to 15,000 vehicles per day, 0.40 mile (2,112 feet) with 15,000 to 30,000 vehicles per day, and 0.75 mile (3,960 feet) with greater than 30,000 vehicles per day (Forman and Deblinger 2000; Forman et al. 1997). As such, with the projected high use of the corridor, noise impacts from traffic are anticipated to have a considerable effect on all species of wildlife, ranging from song birds to eagles to large mammals including mule deer, and may limit their use of adjacent habitats.
4 | Alternatives, Nonfreeway Alternatives | The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
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My name is Tamara Coffman and I live at 1308 W Deer Creek Road, Phoenix AZ. I am in opposition to the proposed South Mountain Freeway. I purchased my home in Ahwatukee July 2011, moving from NJ to AZ. At no time did the Real Estate agent or the Home Owner’s Association disclose that a major freeway was under consideration with the potential to be built so close to my house. In talking with various neighbors, they have said they were all made aware when they made the original purchase for their house 14 years prior. They have also said that they were made aware that their homes were right in the line of the proposed freeway. I attended the ADOT session on May 21 and was told alignment with my home was still under consideration.

I am a member of PARC and I oppose the freeway for the following reasons:

1. The current proposed alignment through Ahwatukee will create a thoroughfare for the CANAMEX truck bypass. This will bring unregulated diesel trucks from Mexico into Phoenix and trucks will use it as a bypass for downtown Phoenix. I am greatly concerned about the amount of pollution they will put into the air. I am even more concerned about the amount of hazardous materials that they are carrying. There is no way out of Ahwatukee if there is an accident. This is too dangerous.

2. Blasting through 3 ridges of South Mountain is an unnecessary and irresponsible action that would permanently disfigure South Mountain, destroying the integrity of the park, the mountain, and its ecosystem. Currently, there is little pollution in our area. Once the freeway goes through, the desert life will be destroyed. I don’t believe the result of the EPA study either. I think it is outdated and doesn’t take into consideration the amount of schools and people living so close to the freeway. What is Phoenix going to do when they lose freeway funding because the pollution levels exceed what is acceptable. The report also recorded acceptable levels of noise proposed by an 8-lane freeway. All you need is one night listening to the coyidas howl or owls calling and you realize how the sound travels in this area. The noise will be amplified. There is no proper plan to preserve the wells and water retention ponds in the area. There are no plans for bike paths. Basically this freeway blasts 8-lanes through a beautiful community just so people can get to work 10 minutes faster.

3. I also believe that this is a significant waste of taxpayers’ dollars to build this freeway. I travel frequently for work and am in a different city every week. Every city has issues with morning and evening rush hour traffic. The problem isn’t the roads the problem is the ability to offer options outside of cars. Building transit hubs along the freeway, along with high speed rail would be money better spent. This would then need to be continued downtown so folks can easily walk to their office buildings. To make this freeway worthwhile, people would need to backtrack and go away from downtown as far up as the Broadway Curve. That will add close to 10 miles to each person’s commute – 20 miles daily – 100 miles weekly – 400 miles monthly – 5,000 miles annually. It’s not so much the gas bill that would be the problem ($570/est at $3.65) but the wear and tear on a car. Phoenicians won’t use this freeway. That

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<th>Code</th>
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<td>1</td>
<td>Neighborhood</td>
<td>Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)</td>
</tr>
<tr>
<td>2</td>
<td>Trucks</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.</td>
</tr>
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<td>3</td>
<td>Air Quality</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.</td>
</tr>
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<td>4</td>
<td>Purpose and Need, Truck Bypass</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.</td>
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<td>5</td>
<td>Hazardous Materials</td>
<td>Draft Environmental Impact Statement pages 4-157 and 4-158 state that construction of the proposed road cuts at the western end of the South Mountains would cause “severe visual impacts” and that these cuts “would be visually inconsistent with the natural setting of the surrounding area.” These impacts would, however, be in a remote, seldom-used area of the Phoenix South Mountain Park/Preserve and not near any major trails. General mitigation measures to minimize these visual impacts are described on page 4-158. These measures would include the incorporation of newly exposed rock faces characteristic of the adjacent natural rock features. Contractors would respond to the faces’ scale, shape, slope, and fracturing to the extent that could be practicable and feasible as identified through geotechnical testing and constructibility reviews. The Arizona Department of Transportation would require the contractor to round and blend new slopes to mimic the existing contours to highlight natural formations. The Arizona Department of Transportation would evaluate having the contractor adjust and warp slopes at intersections of cuts and natural grades to flow into each other or transition with the natural ground surfaces without noticeable breaks. A local example of such treatment would be the cuts associated with Dreamy Draw on State Route 51 in northern Phoenix.</td>
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<tr>
<td>7</td>
<td>Visual Resources</td>
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<tr>
<td>8</td>
<td>Biology, Plants, and Wildlife</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.</td>
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<tr>
<td>9</td>
<td>Noise</td>
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means the freeway won't be utilized as it was intended and it will be a $1B road to nowhere. The largest farce in the nation.

• Market value was mentioned in the report as remaining stable. There is already proof that this is an inaccurate statement. Goldman Ranch had homes purchased by ADOT when some homeowners claimed financial hardship. That option was not presented to all homeowners and those homes now make it difficult for other owners to sell at a reasonable price. Business at 32nd street are unable to make decisions because there is no planned exits that lead to their business. You can see at the corner of Chandler/Desert Parkway the number of vacant tenants in the business malls that dot that intersection. There is no reason these shouldn't be booming with replacement business to support our area. The only reason is everyone is afraid of the potential impact of the freeway. If there are not appropriate exists, if this decision goes on forever….no one can move forward with decisions.

• ADOT, the City of Phoenix and everyone involved in this process owe the residents of Ahwatukee a no build option. Stop planning, stop wasting tax payer dollars, stop development of this road to nowhere. Put engineers minds, hearts and souls into a wide scale public transit system that is the first of its kind, that is the envy of the nation. We don't want to be known for the city that blasted into a nationally revered park, destroyed a beautiful community, let our children breathe polluted air, spent $1B on a road to nowhere and lost all freeway funding.

Tamara Coffman
tel: 609.610.6604 | tamaracoffman@yahoo.com
Federal regulations stipulate that an environmental impact statement shall “rigorously explore and objectively evaluate all reasonable alternatives” (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the Regional Transportation Plan and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.

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

The interchange locations for the proposed freeway are (see Figure 3-28, on Draft Environmental Impact Statement page 3-51):
- Interstate 10 (Maricopa Freeway)/State Route 202L Traffic Interchange
- 40th Street
- 24th Street
- Desert Foothills Parkway
- 17th Avenue
- 51st Avenue
- Elliot Road
- Dobbins Road
- Baseline Road
- Southern Avenue
- Broadway Road
- Lower Buckeye Road
- Buckeye Road
- Van Buren Street
- Interstate 10 (Papago Freeway)/State Route 202L Traffic Interchange

The determination to not include an interchange at 32nd Street was made in coordination with the City of Phoenix (see Figure 3-8 on page 3-15 of the Draft Environmental Impact Statement). The interchange was eliminated based on undesirable residential displacements and cost.

In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the freeway on the local street system, including the shift of access to Foothills Reserve and Calabrea from Pecos Road to Chandler Boulevard. The City study found no adverse effects on the local street system from the proposed freeway (see Appendix 3-1 in the Final Environmental Impact Statement).
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### Code Issue Response

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<td>Alternatives, No-Action (No-Build) Alternative</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.</td>
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<tr>
<td></td>
<td>Terry Cole</td>
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<td></td>
<td>I live in Chandler, and I support the new South Mountain Freeway. The longer you wait the more expensive it gets!</td>
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<tr>
<td></td>
<td>TIME: 10:14 AM</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CALLER: WARREN COLE</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CALLER ADDRESS: 327 WEST SWAN DRIVE, CHANDLER, ARIZONA</td>
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<td>PHONE: EMAIL:</td>
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<td>CALLER REMARKS/QUESTIONS:</td>
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<td>I am in support of the South Mountain freeway.</td>
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<td>1</td>
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<td>Comment noted.</td>
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This is an important project and needs to be started sooner than later. Please help our traffic by starting this project. It's a nightmare to drive in the mornings.

1

Comment noted.
As a Laveen resident, it is my understanding that the loop 202 through the Laveen area is part of a grand plan. I see the advantages of the project, and am anxious to get this project finally completed! This has been a "loose end" in need of tying for ten years since I moved to Laveen. It's time to tie it up and complete the loop. I opt for the preferred route (57 purple)
I've anticipated the South Mountain Freeway project for ten years in Laveen! I'm in favor of the 59th Ave. (preferred) route.

Kelly Collins

Comment noted.
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<td></td>
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<tr>
<td></td>
<td>CALLER: KENNETH COLLINS</td>
</tr>
<tr>
<td></td>
<td>CALLER ADDRESS: 1037 W. FARMDALE, MESA, AZ 85210</td>
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<tr>
<td></td>
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<td>CALLER REMARKS/QUESTIONS:</td>
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<td></td>
<td>I support the South Mountain Freeway. Thank you.</td>
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<td>Comment noted.</td>
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A cut-and-cover tunnel would not be feasible based on the geologic (hard rock) conditions of the South Mountains. A double deck tunnel would result in similar or even higher costs and impacts as the tunnels considered in the study. In the State Route 710 project in Pasadena, California, the freeway alternatives that include tunnels cost almost $4 billion more than the freeway alternative without tunnels.

The vertical profile was exaggerated ten times to make it easier to identify differences in elevation. The definition of “at-grade” in these figures is within 10 feet of the existing ground, which allows for pipes and culverts to pass beneath. Sections greater than 10 feet above ground have been noted as “elevated.” Figure 3-25 was revised in the Final Environmental Impact Statement (see page 3-47 in the Final Environmental Impact Statement) to display those sections of the profile that go over the multiuse crossings as elevated. Other sections were evaluated and adjusted as necessary.

The Federal Highway Administration and the U.S. Environmental Protection Agency approved the air quality conformity determination that includes the Maricopa Association of Governments regional travel demand model that produced the traffic projections used in the traffic analysis for the project (see Draft Environmental Impact Statement page 3-27). Although the Maricopa Association of Governments half-cent sales tax will end in 2025, the region continues to receive substantial funding for freeway construction from state and federal funding sources. State Route 30 is included in Maricopa Association of Government’s adopted Regional Transportation Plan and would be constructed prior to 2035.

The traffic volumes in Figure 3-37 on Draft Environmental Impact Statement page 3-61 do not provide information related to origins and destinations of vehicles. The section of Interstate 10 between 83rd Avenue and 75th Avenue for the W59 Alternative would include vehicles destined to or coming from State Route 101 Loop. These same vehicles that without the W59 Alternative would use Interstate 10 to get to State Route 101 Loop would also be on this segment of Interstate 10. That is why the total values are approximately the same. Depending on the location of the connection to Interstate 10 (Papago Freeway), different motorists would choose to use the proposed freeway or another route to complete their trip. Therefore, there is not a one-to-one comparison among alternatives. While it seems that vehicles have been removed, they have decided to use an alternative route, including arterial streets or other freeways. A similar response explains the noted differences between the W71 and W101 Alternatives.
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<td>b.</td>
<td>The W71 and W101 options will have essentially the same traffic. So based on this analysis, NO ONE will travel on the W71 South Mountain Freeway on the I-10 and continue on the Loop 101. This is seriously flawed! Other cities with loop roads have shown that people DO travel around the city on the loop. So many people will travel on the South Mountain Freeway around the SW corner of Phoenix and continue on the I-10 to the Loop 101. It is obvious your traffic analysis neglected this group of vehicles. Figure 3-38 shows that 65k vehicles would take the L101 to W101 South Mountain Freeway, but these 65k vehicles magically disappear when the W71 route is chosen. How did these 65k vehicles magically disappear? These 65k vehicles were overlooked in your analysis and should be added to the I-10 traffic.</td>
</tr>
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<td>c.</td>
<td>The analysis needs to be redone WITHOUT the SR130 being built.</td>
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5. Page 3-61 Figure 3-37 Chandler Blvd
   a. No analysis was done on the NEW Chandler Blvd between 17th and 29th Ave. This needs to be done and presented.
   b. The 3 western options will have NO impact on the traffic on Chandler Blvd, but your FLAWED analysis says the 3 western routes will impact traffic all the way over on Chandler Blvd at 48th St. In fact, your flawed traffic analysis shows the 3 western routes will impact traffic more at 48th St & Chandler Blvd than 48th St & Baseline Rd or 51st Ave & Buckeye Rd.

6. Page 3-62 Figure 3-38 – Again the traffic analysis is FLAWED. With W59, why did the traffic DROP from 155k at Van Buren to 120K at I-10? Also, this shows that your analysis estimates that 65k vehicles will take the L101 and continue on the South Mountain Freeway (just subtract W59 from W101), but this is NOT reflected in Figure 3-37 in the I-10 traffic for routes W59 and W71. Where did these 65k vehicles go in W59 and W71?

Kevin Condon
Honeywell Aerospace
Principal Systems Engineer
111 S. 34th St. M/S 503-3K
Phoenix, AZ 85034
Phone: (602) 231-4379
Mobile: (480) 287-4174
Email: kevin.condon@honeywell.com

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It makes absolutely no sense why W71 or W59 would be used!! Apparently none of the people making the decision have to commute from 59th Ave. to the 101 Loop on I-10 or in the opposite direction. That commute is a weekday mess with MANY car wrecks. The W101 is the ONLY one that uses common sense.

Charles Conn

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
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| 1    | TELEPHONE CONVERSATION RECORD  
SOUTH MOUNTAIN FREeway INFORMATION LINE  
INCOMING CALL  
DATE: 6/7/13  
TIME: 3:42 PM  
CALLER: ROBERT CONNELLY  
CALLER ADDRESS: 164/51 W. WILSHIRE DRIVE, GOOD YEAR  
PHONE: EMAIL:  
CALLER REMARKS/QUESTIONS:  
I support the South Mountain freeway project. Thank you.  
Comment noted. |
From: Victor Jett Contreras [mailto:victorcontrerasaz@gmail.com]
Sent: Tuesday, May 21, 2013 1:42 PM
To: Projects
Subject: I Support the S. Mtn. Freeway

Hello, my name is Victor Contreras and my address is 1425 E. Baseline Rd. Phoenix, AZ 85042. Unfortunately, I can not make it to the public comment event, but wanted to express my support for the proposed South Mountain Freeway.

I'm not a resident of Laveen but I'm affected by the lack of a freeway. I am a resident of South Phoenix and live on Baseline Rd. which is the southernmost major arterial street in the city. Many of Laveen's residents have to use Baseline Rd. because it's the most accessible street in Laveen and he only east-west street that connects to the I-10 (East or West). This has created many traffic problems along the Baseline Corridor and increased drivetime for all residents south of the Salt River.

Also, because of the lack of the South Mountain Freeway, many amenities, restaurants, and important health and educational developments have not been built. This not only affects people in Laveen but also us in South Phoenix, since many of us have to travel out of our community (or neighboring community) in order to eat at nice restaurants, watch a movie with our families or go to a hospital emergency room.

The proposed freeway would help alleviate traffic, provide more amenities, and greater access to important community institutions like a hospital and community college.

One last point, as a real estate agent who also sells homes in Laveen, I have always informed my clients about the proposed freeway alignments. Some clients decided to look elsewhere, further from proposed alignments, and some decided to buy in the area knowing that they may have to move. For me it's unconscionable, for people in Laveen or Ahwatukee to feign surprise or anger that they may have to move because of the freeway alignment. Residents in all parts of town near the proposed freeway have had every opportunity and the responsibility to do their due diligence prior to buying a home in the proposed alignments.

Thank you,

Victor Contreras

---

All the best,

Victor Jett Contreras
Direct - (480) 766-0719
Dear South Mountain Study Team,

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

I LOVE hiking in South Mountain. I can recall how lovely Baseline Road was when the fragrance of orange blossoms permeated the air. It has been sad to watch the area fall prey to developers who construct tacky houses and follow them up with standard issue chain stores and small malls. I understand how important it is to have a viable transport plan, but laying down miles of tar or macadam roads is a foolish, archaic, cheap for the moment but disastrous for the future option. We need a 21st century approach that includes mass transport (avoiding buses)-priority trains, trolleys, light rail or some other option powered by solar and alternative energies.

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

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

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

The freeway will also exacerbate urban sprawl and further burden Arizona’s taxpayers. Its construction would continue ADOT’s trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.

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

Jul 24, 2013

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

Dear South Mountain Study Team,

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

I LOVE hiking in South Mountain. I can recall how lovely Baseline Road was when the fragrance of orange blossoms permeated the air. It has been sad to watch the area fall prey to developers who construct tacky houses and follow them up with standard issue chain stores and small malls. I understand how important it is to have a viable transport plan, but laying down miles of tar or macadam roads is a foolish, archaic, cheap for the moment but disastrous for the future option. We need a 21st century approach that includes mass transport (avoiding buses)-priority trains, trolleys, light rail or some other option powered by solar and alternative energies.

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The freeway will also exacerbate urban sprawl and further burden Arizona’s taxpayers. Its construction would continue ADOT’s trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.
Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.

Sincerely,
Ms. Kathleen Conway
909 W Harvard Dr
Tempe, AZ 85283-1791
Jun 3, 2013

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

Dear South Mountain Study Team,

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

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

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

The freeway would also negatively affect our environment. South Mountain Park is the largest city park in our nation. It was set aside and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement, the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.

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

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

Sincerely,

[Response continues on next page]
Ms. M A Cook  
4220 E Patricia Jane Dr  
Phoenix, AZ 85018-3758  
(602) 957-8312

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

**INCOMING CALL**
- DATE: 5/17/13
- TIME: 1:54 PM
- CALLER: DAN COOK
- CALLER ADDRESS: 55240 N. QUAIL RUN ROAD, PARADISE VALLEY, AZ 85253
- PHONE: EMAIL: 

**CALLER REMARKS/QUESTIONS:**
I support the freeway and the traffic alleviation that it would create and also the jobs and so I would like you to consider supporting that also. Thanks. Bye.

<table>
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<tr>
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<tr>
<td></td>
<td>Bob Cook</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Document Created: 7/17/2013 4:17:15 PM by Web Comment Form</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Looking forward on seeing the air quality report and noise studies.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Also looking forward on getting this project started.</td>
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**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

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<th>INCOMING CALL TIME:</th>
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<tbody>
<tr>
<td>7/23/13</td>
<td>6:12 PM</td>
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</tbody>
</table>

**CALLER:** DAVE COOK  
**CALLER ADDRESS:** 12742 WEST SOLA COURT, SUN CITY WEST, ARIZONA 85375  
**PHONE:** 623-322-3449  
**EMAIL:**

**CALLER REMARKS/QUESTIONS:**  
I support the idea of the South Mountain freeway. Thank you.

**Response:** Comment noted.
From: Projects
To: ADOT
Subject: FW: 202 extension
Date: Wednesday, May 22, 2013 10:54:18 AM

---Original Message---
From: Mike Cooley [mailto:leftypar@cox.net]
Sent: Tuesday, May 21, 2013 5:34 AM
To: Projects
Subject: 202 extension

To whom it may concern,

I would like to see the 202 extension run south of South Mountain.

As someone who travels down Baseline road many times a year, I know it would relieve a lot of congestion, certainly many accidents and assuredly fatalities that occur in the road.

There are many people in SW Phoenix and Laveen that would be helped greatly in their travels to I-10E and to the southeast valley if this stretch was extended.

This would also relieve I-10 truck traffic from L.A. to Tucson on I-10E through town and vice versa.

It would be a great extension to our valley freeways!

Thank you for your time.

Sincerely,

Mike Cooley

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<tr>
<td>2</td>
<td>Purpose and Need, Truck Bypass</td>
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The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL
DATE: 5/15/13
TIME: 7:01 PM
CALLER: LOWELL COONAN
ADDRESS: 1071 S. OAK COURT, GILBERT, AZ 85233
PHONE: 480-507-8189
EMAIL:

CALLER REMARKS/QUESTIONS:
I support the Loop 202 South Mountain Freeway. Thank you.

Comment Document

Code | Issue | Response
--- | --- | ---
1 | | Comment noted.
TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL
DATE: 6/15/13
TIME: 11:44 AM
CALLER: BOB COOPER
CALLER ADDRESS: 19235 N. 88TH AVE.
PHONE: EMAIL:

CALLER REMARKS/QUESTIONS:
I am in total support of the Loop 202 freeway around South Mountain. In fact it has gone on too long, it should have been finished a long time ago. Please move forward quickly with this freeway. Thank you.

Comment noted.
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<tr>
<td>1</td>
<td>Charles Corbin</td>
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<td></td>
<td>Document Created: 7/24/2013 7:12:28 PM by Web Comment Form</td>
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<tr>
<td></td>
<td>I am a thirty year resident. It is time to build the loop for our convenience and security.</td>
</tr>
<tr>
<td></td>
<td>Move on! The study lays to rest concerns.</td>
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Section 4(f) and

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

Although the region’s freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22).

Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.

Federal regulations stipulate that an environmental impact statement shall “rigorously explore and objectively evaluate all reasonable alternatives” (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the Regional Transportation Plan and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.

### Comment Document

May 27, 2013
Arizona Department of Transportation South Mountain Study Team
1655 W. Jackson St., MD 126F
Phoenix, AZ 85007

Dear South Mountain Study Team,

I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative. This proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.

I highly recommend and strongly encourage you to choose long-term transit solutions!

South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the “uncongested” areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases. As a respiratory therapist and mother of two asthmatics I have experienced this consequence of pollution!

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

Thus setting in motion a domino affect across the nation. I have read of numerous other protected areas already fighting to stay protected.

The freeway will also exacerbate urban sprawl and further burden Arizona’s taxpayers. Its construction would continue ADOT’s trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center. This would increase the water shortage problem.

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

(Responses continue on next page)
### Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.
From: Unger, Audrey C. 
To: Bailly, Becky 
Subject: FW: Article for Phoenix Magazine 
Date: Thursday, July 25, 2013 7:15:49 AM

Please upload into iRealm. Thanks.

From: Honsberger, Heather [mailto:Heather.Honsberger@jacobs.com] 
Sent: Wednesday, July 24, 2013 6:08 PM 
To: Unger, Audrey C. 
Subject: Fwd: Article for Phoenix Magazine 

Tim would like the comment provided thru his email with Phoenix Magazine writer included in the formal record. Essentially recommending commute times on the SMF be included in the document.

Thanks, 
Heather 

Sent from my iPhone

Begin forwarded message: 

From: Timothy Tait <TTait@azdot.gov> 
Date: July 22, 2013, 3:59:32 PM MST 
To: "Honsberger, Heather" <Heather.Honsberger@jacobs.com> 
Subject: FW: Article for Phoenix Magazine 

I guess we need to log this as a formal public comment.

Timothy Tait, Ed.D. 
Assistant Communication Director 
Arizona Department of Transportation 
602.712.7070 (office) 
602.501.5038 (mobile) 
news@azdot.gov (media) 

From: Keridwen Cornelius [mailto:kcornelius@citieswestpub.com] 
Sent: Monday, July 22, 2013 3:49 PM 
To: Timothy Tait 
Subject: Re: Article for Phoenix Magazine

OK, great, thanks. So, to confirm, there are no estimated commute times for travel on the South Mountain Freeway? If not, and if I may make a suggestion (since we're in a public comment period), that information would really improve the current Draft EIS.
On 7/22/13 3:32 PM, Timothy Tait wrote:
I had to go back to the team to get an answer—you posed a great question. Here’s what I learned:

For the Laveen trip, travel time was modeled along 51ST Avenue and I-10 (Papago Freeway) for both 2010 and 2035. For the Ahwatukee trip, travel time was modeled and calculated along I-10 (Maricopa Freeway) for both 2010 and 2035. Essentially this allows an apples to apples comparison, as opposed to comparing arterial street to freeway travel times for each segment.

-Tim

Timothy Tait, Ed.D.
Assistant Communication Director
Arizona Department of Transportation
602.712.7070 (office)
602.501.5038 (mobile)
news@azdot.gov

### Code | Comment Document
---|---

#### Code

- Tim

#### Issue

- Keridwen Cornelius
  - Subject: Re: Article for Phoenix Magazine
  - Message: In the second graphic where it talks about commute times with the freeway in 2035, are those numbers based on the estimated time it would take to drive from Laveen and Ahwatukee on the actual South Mountains Freeway, or on the same routes as you show in the non-freeway scenario (surface streets/the I-10), which would be faster thanks to the fact that the South Mountain Freeway would be lessening traffic on those roadways?

On 7/22/13 1:51 PM, Timothy Tait wrote:

Keridwen,

The attached graphic should help to answer your question. Let me know if this makes sense.

Thanks,
-Tim

---

(Comment codes begin on next page)
From: Keridwen Cornelius [mailto:kcornelius@citieswestpub.com]
Sent: Monday, July 22, 2013 12:18 PM
To: Timothy Tait
Subject: Re: Article for Phoenix Magazine

Hi Tim,

Just following up with a quick question. I had asked if there was an estimate of commute times from Laveen/Ahwatukee to downtown Phoenix with the South Mountain Freeway. I still couldn’t find that info over the weekend. Do you have that info? If you could get back to me as quickly as possible, that would be great, as we are shipping the issue in the next couple days.

Thanks!

Keridwen

On 7/13/13 6:57 PM, Timothy Tait wrote:

ADOT is located at 206 South 17th Avenue in downtown Phoenix, south of the state capital (northeast corner of 18th Avenue and Jackson). Park in any available spot; the main entry is at the flagpoles.

-tim.

Timothy Tait, Ed.D.
Assistant Communication Director
Arizona Department of Transportation
602.712.7070 (office)
602.501.5038 (mobile)
news@azdot.gov (media)

----- Original Message ----- 
From: Keridwen Cornelius [mailto:kcornelius@citieswestpub.com] 
Sent: Friday, July 12, 2013 04:24 PM 
To: Timothy Tait 
Subject: Re: Article for Phoenix Magazine 

That sounds great to me. Where is your office? Thanks!

On 7/12/13 3:41 PM, Timothy Tait wrote: 

We are looking at 3:30 p.m. on Wednesday. Would that work for you? We could meet in my office, if that's OK?

--

Alternatives

Travel times for trips throughout the region, including those that would include use of the proposed freeway are shown in Table 3-8 on Final Environmental Impact Statement page 3-34. The table compares conditions in 2035 with and without the proposed freeway in place.
From: Keridwen Cornelius [kcornelius@citieswestpub.com]
Sent: Thursday, July 11, 2013 10:56 AM
To: Timothy Tait
Subject: Article for Phoenix Magazine

Hello,
My name is Keridwen Cornelius, and I am the editor-in-chief of Phoenix Magazine. I am writing a feature-length article about the South Mountain Freeway for our Hot Topics section, in which we interview people on both sides of a topical or controversial subject. I would like to speak with someone regarding the freeway, either in person or via phone, this week or early next week. Please feel free to contact me by email or phone at your earliest convenience.

Thank you very much,
Keridwen Cornelius
Editor
Phoenix Magazine
15169 N. Scottsdale Rd., Ste. C310
Scottsdale, AZ 85254
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<tr>
<th>Code</th>
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Office: 480-664-3940 Ext. 202  
Fax: 480-664-3962  
Email: kcornelius@citieswestpub.com  
[mailto:xxxxx@citieswestpub.com]

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

From: Sandra Smith [mailto:SSmith@aamaz.com]
Sent: Tuesday, July 23, 2013 3:40 PM
To: Barbara Russell; Projects
Cc: SMF@aol.com
Subject: RE: Draft Environmental Impact Study for the South Mountain Freeway

Wonderful email - thank you Zacc and Barbara.
Please be advised that I have also forwarded to the Lakewood Board of Directors for their information.
We appreciate your written support and concern for the Lakewood Community!
Thank you
Sandra L. Smith, CMCA(r), AMS(tm), CAAM(r)
Community Manager
AAM, LLC
(602) 674-4343 (direct line)
(602) 480-821-2334
(602) 957-9191 (main line)

-----Original Message-----
From: Barbara Russell [mailto:bsuerussell@cox.net]
Sent: Tuesday, July 23, 2013 3:30 PM
To: projects@azdot.gov
Cc: SMF@aol.com
Subject: Draft Environmental Impact Study for the South Mountain Freeway

To Whom It May Concern:
My husband and I have been residents for ten years in the Lakewood Community in Ahwatukee. As you are aware, the Lakewood Community was established in June 1985. The lakes are fed by a “well” or “spring”. Our grave concern is the protection of these existing wells or springs to continue as the source for the two lakes in our community.

We respectfully request that ADOT protect these existing wells as they review the route for construction of South Mountain Loop 202 Freeway. We recognize the importance of the freeway to the city of Phoenix and State of Arizona. We also recognize the importance of our community lakes and their existing properties including the wells that feed and sustain the lakes to this vital Phoenix community. Any negative change to the lakes would have a devastating impact on our community, residents and their future children.

We are proud citizens of our community and will be long term residents well into our retirement in Lakewood Community.
Sincerely,
Zacc & Barbara Russell
3421 E Wildwood Dr
Phoenix, AZ 85048
AssociatedAsset.com | HomeownerResources.com

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If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner would be compensated by drilling a new well according to State regulations/standards. (See text box on Final Environmental Impact Statement page 4-108.) The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Water Resources to effectively mitigate well impacts associated with its projects throughout the region.
TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL
DATE: 5/18/13
TIME: 2:11 PM

CALLER: ELIZABETH [UNCLEAR] CORVILLE
CALLER ADDRESS: 833 E. CHERYL DRIVE, PHOENIX, AZ 85020

CALLER REMARKS/QUESTIONS:
I'm in favor of expanding the freeway. Thank you. Bye

Comment noted.
### Purpose and Need

Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.

### Alternatives

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

### Air Quality

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

### Health Effects

Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

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<td>7</td>
<td>Biology, Plants, and Wildlife</td>
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(Responses continue on next page)
Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.
THE FACILITATOR: Thank you, Mr. Demerritt.
Mark Coryell. Is that the correct pronunciation, sir?
MR. CORVELL: That's good enough.
Hello -- oh, it works. Well, I just got off the bus from Ahwatukee, so I jumped in to make a comment. I'm opposed to the South Mountain freeway because it's going to put a freeway in my front yard and I don't think it's the best alternative for the community as a whole. It's going to destroy the character of my neighborhood, it's going to add more traffic into my neighborhood, and the total character of my -- where I live is actually going to be destroyed, and I don't want to see that happen. I don't know what else to say. I feel like kind of, you know, David here standing up before Goliath, because I know that my voice means very little to any of you that are standing here today. I've lived in Arizona for 20 years, I love living here; I had planned to spend the rest of my life here, but because of the freeway, I'm looking at alternatives, including moving to Tucson, and I also have a couple of teaching opportunities outside the United States, looks likely where I'm going to end up someday. I feel really sad that I have to come here and defend everything that means so much to me. Basically, all my

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

While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Draft Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement beginning on page 4-91).

In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system. The City study found no adverse effects on the local street system from the freeway (see Appendix 3-1 in the Final Environmental Impact Statement).
savings and everything I own is tied up in my house, and
I realize that's going to be done and I realize I don't
think a lot of people really care.
I was almost killed on Pecos Road in January of
2008 in a serious auto accident where a hit-and-run
driver about 9:30 at night went straight through the
intersection, totaled my car, and if it hadn't been for
the grace of God, I would not be here today. My car
jumped off the curb and into a ditch and it just happened
to sit on a set of brush and that's why I'm here and
still alive, which I'm thankful for.
There's just a lot better alternatives. It's
such a beautiful community, you can bike, if you spent
your time here it's probably the last place -- the last
place in the city of Phoenix, and I've lived in Glendale
and I've lived in Avondale, that you can ride a bike
without getting killed, so that's the conclusion of my
remarks.
THE FACILITATOR: Thank you.
Please refrain from applause with respect to
both build and no-build discussions today. This is a
hearing, and we appreciate your patience.
Those of you whose names have been registered to
speak, if you would make your way up to the front, that
will help speed this up a little bit. Thank you.

Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com
The current analysis of impacts on prime and unique farmland—the land most suitable for growing food—indicates that loss of this type of farmland would be negligible. Urbanization in the Study Area is steadily moving in a westward direction. If an action alternative were selected—and by the time it were to be constructed—it is likely that more land will have already been converted from agricultural use to residential, commercial, and/or industrial uses, and that the proposed South Mountain Freeway would have even less of an impact. Urbanization will continue with or without implementation of the proposed freeway (see Final Environmental Impact Statement pages 4-153 and 4-154).
Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)

The study has considered concepts for parallel multiuse paths, however the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix. The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.

Cities’ and towns’ adopted land use plans were evaluated as part of the environmental impact statement process. The effect of a freeway corridor on these plans was considered (see Final Environmental Impact Statement pages 1-21, 4-18, and 4-19). The City of Phoenix’s General Plan land use map shows the freeway alignment as “Future Transportation,” generally matching the W59 (Preferred) Alternative alignment. The City of Phoenix’s plans for both Laveen and Estrella Villages identify “cores” along the W59 Alternative, surrounded by commercial/mixed-commercial uses for each planning area clearly intended to benefit from proximity to the proposed freeway.

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix. Noise modeling is used to determine the most appropriate and effective location for noise barriers. All noise-sensitive land uses are included in the noise analysis and noise abatement considerations.
Living in Laveen since 2004 has shown me how important this project is to the residents. Comuting daily to I-10 from Baseline Rd has always been the worst part of the commute. It is obvious County and multiple jurisdictions serving the community between Baseline Rd and I-10 with lack of capital improvement funds (or desire) contribute to the problem. This project is way overdue. One that I have been hoping for 8 years now and that is just a fraction of how long ADOT has been working on it. This project should not have followed the L303 corridor but rather preceded it. Just get it done.

Richard Costa

Comment noted.
The Final Environmental Impact Statement on pages 4-158 and 4-160 states that construction of the proposed road cuts at the western end of the South Mountains would cause "severe visual impacts" and that these cuts "would be visually inconsistent with the natural setting of the surrounding area." These impacts would, however, be in a remote, seldom-used area of Phoenix South Mountain Park/Preserve and not near any major trails. General mitigation measures would include the incorporation of newly exposed rock faces characteristic of the adjacent natural rock features. Contractors would respond to the faces' scale, shape, slope, and fracturing to the extent that could be practicable and feasible as identified through geotechnical testing and constructibility reviews. The Arizona Department of Transportation would require the contractor to round and blend new slopes to mimic the existing contours to highlight natural formations. The Arizona Department of Transportation would evaluate having the contractor adjust and warp slopes at intersections of cuts and natural grades to flow into each other or transition with the natural ground surfaces without noticeable breaks. A local example of such treatment would be the cuts associated with Dreamy Draw on State Route 51 in northern Phoenix. The purpose of this section is to provide a general overview of the proposed action and the alternatives considered. The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

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

INCOMING CALL
DATE: 6/12/13
TIME: 4:50 PM

CALLER: CRAIG COWEN
CALLER ADDRESS: 9001 W. IRONWOOD DRIVE, PEORIA, AZ 85345
PHONE: EMAIL:

CALLER REMARKS/QUESTIONS:
I support the South Mountain Freeway. This is something that should have been done many years ago. The valley is far behind in improving the infrastructure in the valley, so yes, put in the freeway. I fully support this new system. Thank you.

Comment noted.
From: Gene Cox [mailto:xocgk@aol.com]
Sent: Monday, May 20, 2013 1:55 PM
To: Projects
Subject: South Mountain 202

Please take action to complete the South Mountain portion of Loop 202. The loud mouthed cry babies have stalled this project long enough. I live in area code 85048 and want to see this project completed. I have lived here since 1987 and most of the opposition is from new comers who have a personal axe to grind. It is time to "git er done".

Gene Cox
From: David Cox [mailto:David.Cox@usfoods.com]
Sent: Wednesday, May 22, 2013 4:01 PM
To: Projects
Subject: 202 SM freeway

Hello, My name is David Cox, I live in the area of the proposed 202 South Mountain Freeway and will be impacted by what ever is decided. The ultimate decision will impact me regardless what is decided, so I wanted to take this opportunity to make a comment. I have a large economic investment and interest in the decision and want to voice my opinion.

As I see it, the most economical and logical route which would have the least impact to home owners, businesses and the environment would be to utilize the existing Chandler/Pecos road "highway" progressing south where it currently tapers to two lanes, progressing south a half a mile or more, onto the Indian Reservation. This would minimize any impact the residences and commercial buildings along Pecos road on and off the reservation. It then could swing south approximately at 59th - 63rd avenue, missing most if not all the residences along 51st avenue: utilizing the W59 alternative to tie into I10 freeway.

This alignment would minimize impact to existing residences, businesses both on and off the reservation. It would also bypassing existing infrastructure, such as High tension power lines, gas lines and water mains, which currently run along the border between private/public and reservation. This alignment would swing clear of the mountains and thus would not require expensive and damaging blasting into the sacred and beautiful South Mountains.

I would like to propose some of the saving be utilized to create an off ramp for the Vee Quiva Casino and also suggest a highway be created with an exit that would tie into SR238 near Mobile. This would provide an alternative route for traffic to and from Phoenix, access to Vee Quiva and tribal lands as well as opening up traffic to Mexico. I believe the Indians may agree with this idea if proposed as a package deal with the proposed freeway and current access limitations on 51st ave.

There is a lingering dangerous unaddressed traffic issue coming up quickly with the opening of this New Vee Quiva in July. Currently the only access to Vee Quiva is off 51st avenue. Already the majority of traffic on 51st avenue are going to the casino and this traffic is non-stop 24/7. One could easily determine when the New Vee Quiva Casino opens there will be an exponential increase in the volume of traffic: the new casino is much larger, has a 50 + room hotel and numerous restaurants. I have noticed considerable advertising for the New Casino on radio, TV, printed and outdoor billboards. I’m certain this campaign will continue as the casino is vying for patrons. I can easily foresee with the additional traffic which will include special events; 51st ave may become a virtual parking lot. We have already experienced this when there has been a serious accident. There is no other way out of the area other than 51st ave, with one lane each way, no turn lanes or pullouts this is putting all of us, casino patrons and residents, native American and non-natives in jeopardy. This road was not designed to handle this projected volume and I’m sure the tribe is aware of this, however nothing has been done to remedy this situation by them or DOT. I certainly hope this gets addressed before there are any deaths attributed to this situation.
We need this freeway and need it ASAP to ensure the safety of all. I want to see this casino traffic routed to an alternate road designed for the volume and get 51st Ave back to being utilized as it was built, as a rural isolated road.

Thank you for reading this and considering the residents concerns.

Regards,

David and Brenda Cox
4307 W. Ivanhoe St
Laveen, AZ 85339
480-226-5075

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TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREeway INFORMATION LINE

INCOMING CALL
DATE:
5/20/13
TIME:
3:42 PM

CALLER:
REBA CRAIG
CALLER ADDRESS:
1821 E. MARYLAND UNIT #5, PHOENIX, ARIZONA 85016

PHONE:
EMAIL:

CALLER REMARKS/QUESTIONS:
I'm a registered voter in Phoenix and I do support the South Mountain Freeway and feel it should be built. And I do support the freeway.

Comment noted.
From: Projects
To: ADOT
Subject: FW: South Mountain Freeway
Date: Monday, May 20, 2013 1:06:53 PM

From: Craig Darlene-RDRV30 [mailto:rdrv30@freescale.com]
Sent: Monday, May 20, 2013 12:55 PM
To: Projects
Subject: South Mountain Freeway

To Whom it Concerns:

We need this freeway in the South Mountain area it currently takes me 45 mins to commute to Chandler where I work one way.

Sincerely,
Darlene Craig Wilson

Comment noted. 
### TELEPHONE CONVERSATION RECORD

**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Caller</th>
<th>Caller Address</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>7/23/13</td>
<td>3:39 PM</td>
<td>Michael Cranell</td>
<td>2345 East Becker Lane</td>
<td>602-595-6275</td>
</tr>
</tbody>
</table>

**CALLER REMARKS/QUESTIONS:**

Yes, I do and I travel I-10 all the time and it’s, definitely need that freeway. Definitely need that freeway, ’cause sitting in traffic is not real fun. But anyway that’s it.

1

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<tr>
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</tr>
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</table>
May 27, 2013
Arizona Department of Transportation South Mountain Study Team
1655 W Jackson St, MD 126F
Phoenix, AZ 85007

Dear South Mountain Study Team,

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

The proposed South mountain Freeway would negatively affect our environment and the lands of the Native American people who are residents there.

This project would set a terrible precedent by demolishing what should remain a protected area.

The South Mountain Park is the largest city park in our nation. This was due to the wonderful foresight of our forefathers for the benefit the Phoenix Valley. Dividing the reserve with a freeway would be devastating to wildlife, because much of their habitat would be destroyed.

Wildlife movement corridors would be cut off. If the South Mountain Freeway is constructed, it must include wildlife corridors to allow wildlife to continue their seasonal migrations. This would also allow people to hike or walk without restriction—especially the Native Americans who consider South Mountain sacred.

Please save tax-payers money and help protect our communities, our beautiful park, our health, and our environment, by selecting the No Action Alternative.

Thank you.

Sincerely,
Shannon Crane
8221 E Garfield St Unit L19
Scottsdale, AZ 85257-3884

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
The financial and time cost to ADOT will undoubtedly be exacerbated by smog-bound from the projected heavy traffic on the Loop 202 extension. Mountain and the Estrella Mountains is a prime candidate for becoming even moderate air pollution. The Ahwatukee area locked between South Ahwatukee. Numerous recent studies have shown the high health costs of quality-of-life impacts on both the GRIC and the residents of meetings, about their inadequate research on environmental, health, and homeowners’ taxes, allowed developers to build residential communities in the mid-1980s. The cities of Gilbert and Chandler looked ahead and zoned land near their freeway routes for commercial development. The GRIC never intended to work with ADOT or MAG. As far back as the late 1980s, so ADOT has no business claiming the extension on their land. These efforts were chronicled as far back as the late 1980s, so ADOT has no business claiming the GRIC never intended to work with ADOT or MAG. While a bypass around the great Phoenix area will be necessary, the current alignment does not adequately address that issue and runs the risk of being outdated and ineffective before it is even finished. The proposed freeway will permanently damage the Gila River Indian Community (GRIC), Ahwatukees, and Laveen area through property and business destruction. It will harm a treasured city park and tourism destination. It will damage culturally-valuable GRIC sites, increase air pollution, increase crime access, and increase exposure to hazardous materials (through truck transport bypassing Phoenix on a proposed Canamex route). Nor is it completely necessary, since a safer route already exists which only needs to be properly developed. ADOT and the City of Phoenix have already shown a lack of public responsibility over this proposed extension: 1. Stonewalling and judicial bullying of the GRIC’s earliest proposals to situate the extension on their land. These efforts were chronicled as far back as the late 1980s, so ADOT has no business claiming the GRIC never intended to work with ADOT or MAG. 2. Inadequate oversight during the Loop 202’s initial planning phases in the mid-1980s. The cities of Gilbert and Chandler looked ahead and zoned land near their freeway routes for commercial development. The City of Phoenix, courting short-term gain through developers’ fees and homeowners’ taxes, allowed developers to build residential communities on land already slated for freeway or near-freeway conditions. 3. Misinformation spread by ADOT representatives at local community meetings, about their inadequate research on environmental, health, and quality-of-life impacts on both the GRIC and the residents of Ahwatukee. Numerous recent studies have shown the high health costs of even moderate air pollution. The Ahwatukees area locked between South Mountain and the Estrella Mountains is a prime candidate for becoming an early victim of the projected heavy traffic on the Loop 202 extension. The financial and time cost to ADOT will undoubtedly be exacerbated by eminent domain legal challenges from the GRIC, from homeowners and sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.) Businesses directly and adversely affected by implementation of an action alternative would be mitigated through relocation or site purchase at fair market value. The construction of the proposed facility would likely generate additional business and jobs in the corridor upon construction because of the improved access it will provide. The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix. The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix. Public Comments Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix. The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix. 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businesses, and from environmental watchdog groups seeking to protect the western end of South Mountain Park. In a time when Arizona is still facing budget shortfalls and rebuilding its economy, there are wiser public-transportation projects that would show greater benefit to Arizona citizens.

I submit that, should negotiations to build the extension farther south on GRIC completely break down, the best option is No-Build on either GRIC or Ahwatukee land. Long-haul truckers already use the dangerous and undeveloped Interstate 8 / Highway 85 route to bypass the greater Phoenix area. This route should be safely developed and commercialized, to fit with projected population expansion of the far southwest Phoenix area. The current western terminus of the extension in Laveen is too far east to safely route heavy commercial traffic far enough around the city, and it is too far west to prove an effective connection between the East Valley and Central Phoenix.

Sincerely,
Ms. Marian Crane
3145 E Chandler Blvd Ste 110
Phoenix, AZ 85048-8702

The Arizona Department of Transportation has been able to purchase a portion of the land through advanced acquisition (see Final Environmental Impact Statement pages 3-53, 4-13, and 4-48).

While the E1 Alternative would be adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to the Arizona Department of Transportation’s policy (see Final Environmental Impact Statement beginning on page 4-91).

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

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

There is an existing route (Interstate 8 and State Route 85) that provides a bypass of the Phoenix metropolitan area. Signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. This route continues to be available for interstate and interregional travel.
From: Dan Cripe (mailto:danandcherylcripe@yahoo.com)
Sent: Friday, May 17, 2013 6:54 PM
To: Projects
Subject: please build the south 202 asap

Dan Cripe

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**TELEPHONE CONVERSATION RECORD**
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

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<th>Comment Document</th>
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<tbody>
<tr>
<td></td>
<td>COMMENT DOCUMENT</td>
</tr>
</tbody>
</table>

**INCOMING CALL**
**DATE:** 05/10/13
**TIME:** 10:21 AM

**CALLER:** PHYLLIS CRUPPEN
**CALLER ADDRESS:** 2220 E. SARATOGA STREET, GILBERT, AZ 85296
**PHONE:** ******
**EMAIL:** ******

**CALLER REMARKS/QUESTIONS:**
I would like to register my vote for the Loop 202 South Mountain Freeway to be built.

<table>
<thead>
<tr>
<th>Code</th>
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<tr>
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<td></td>
<td>Comment noted.</td>
</tr>
</tbody>
</table>
To Whom It May Concern:

I have been living in the west valley for 20 years and drive the I-10 freeway traffic every day to work. It originally was a 15 min drive from Avondale Blvd and now it is 40-50 mins. every day from 7 – 8:30. It is unimaginable why the State cannot plan a freeway system that intersects with the current 101 going south or connect the west end to the 303 south to the South Mountain freeway that is planned. This current plan only reduces some of the traffic from downtown to east bound but will not prevent the backup/delay in traffic from 75th Ave to 51st Ave. How does the State plan on that reduction.

Thanks,

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

**Comment Form**

Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process. ADOT encourages all interested parties to submit written comments on any aspect of the draft. ADOT will consider all comments when preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT’s final recommendation.

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

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

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**Comment noted.**
My wife and I moved to the Ahwatukee Foothills from Tempe in 1989 in part because of the proposed alignment of the the Loop 202 South Mountain Freeway along Pecos Road. We have been patiently waiting for construction to start since that time. The residents of the Phoenix metro area badly need a bypass route for traffic passing through Phoenix as well as a western ingress/egress gateway to the Ahwatukee Foothills area.

The native American activist's claims that the western portion of the freeway will "impact" South Mountain, supposedly sacred to the Pima is so outrageous as to be laughable. If the mountain is so sacred then where is the hue and cry to remove the transmission towers and obliterate all trace of roads, trails and other improvements from the mountain. No, the activists will only use this ploy when it suits their purposes. After all, where would they go to urban hike and bike if the mountain was closed to all their activities. And lets not forget how everyone living south of the mountain would be impacted by no cell phone service or broadcast TV reception.

Unfortunately, some homes and businesses may have to be removed do to the fact that they were built in the proposed right of way. However, all those who will be impacted should have known that where they were electing to build or purchase was in the right of way for this freeway alignment which has been on the books since before 1989.

We can continue to argue about who let builders develop in the right of way, but the fact remains that the end user, be it business or homeowner, had the responsibility to know about future freeway alignments, and to then make their purchasing decisions based on the knowledge that their property may have to be repurposed in the future. For these people to assume that you can negatively impact the greater community for the short-sighted selfishness of a few is ludicrous.

**Comment noted.**
From: Kay Cummins
To: Projects
Subject: Loop 202 South Mountain Freeway
Date: Tuesday, June 11, 2013 10:46:39 AM

I say build it, and build it now!

My husband and I moved to the Ahwatukee Foothills from Tempe in 1989 in part because of the proposed alignment of the the Loop 202 South Mountain Freeway along Pecos Road. We have been patiently waiting for construction to start since that time. The residents of the Phoenix metro area badly need a bypass route for traffic passing through Phoenix as well as a western ingress/egress gateway to the Ahwatukee Foothills area.

The activist’s claims that the western portion of the freeway will "impact" South Mountain, supposedly sacred to the Pima is so outrageous as to be laughable. If the mountain is so sacred then where is the hue and cry to remove the transmission towers and obliterate all trace of roads, trails and other improvements from the mountain. No, the activists will only use this ploy when it suits their purposes. After all, where would they go to urban hike and bike if the mountain was closed to all their activities. And lets not forget how everyone living south of the mountain would be impacted by no cell phone service or broadcast TV reception.

Unfortunately, some homes and businesses may have to be removed do to the fact that they were built in the proposed right of way. However, all those who will be impacted should have known that where they were electing to build or purchase was in the right of way for this freeway alignment which has been on the books since before 1989.

We can continue to argue about who let builders develop in the right of way, but the fact remains that the end user, be it business or homeowner, had the responsibility to know about future freeway alignments, and to then make their purchasing decisions based on the knowledge that their property may have to be repurposed in the future. For these people to assume that you can negatively impact the greater community for the short-sighted selfishness of a few is ludicrous.

Kay Cummins
From: Projects
To: ADOT
Subject: FW: Loop 202 South Mountain Freeway
Date: Tuesday, June 11, 2013 2:18:07 PM

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

-----Original Message-----
From: Mike Cummins [mailto:cumminsmike@q.com]
Sent: Tuesday, June 11, 2013 11:30 AM
To: Projects
Subject: Loop 202 South Mountain Freeway

I say build it now! It is long overdue.

My wife and I moved to the Ahwatukee Foothills in 1989 in part due to the Loop 2002 alignment along Pecos road. As the years have passed we have waited patiently for construction to begin, but now the need is more critical than ever. The city needs a bypass route for traffic passing through the Phoenix metro area, and residents of the Ahwatukee Foothills badly need a second western ingress/egress roadway for the community.

Activist claims regarding the sacredness of South Mountain to the Native Americans is outrageous. Unfortunately, they have managed to get a few members of the tribe to support this preposterous position. If the mountain was truly sacred then why not a battle to remove all of the transmission towers, roads, trails and other improvements from the mountain. The bottom line is that the activists will only use the "sacred" claim to promote their agenda, but would not want to negatively impact their ability to hike and bike close to their homes, lose cell phone and wireless service, and broadcast TV service.

They know that the community would not support such a radical plan, but using the freeway as a scapegoat makes it seem like they have an idealist viewpoint, while at the same time hijacks the community for their own selfish ends. They want hiking, biking, cell, wireless, and TV service, but somehow see the freeway as something to be feared. Their rhetoric would have the uninformed believe that the freeway will desecrate South Mountain. Nothing could be further from the truth. Looking at the project maps clearly shows that the proposed freeway alignment will impact a small un-used corner of the the South Mountain Park/Preserve boundary and not the mountain itself. Can you say hypocrite?

Claims that residents didn’t know that they were building in a freeway alignment should fall on deaf ears as well. The freeway alignment has been well documented since before 1989, and disclosure of the alignment is a requirement for sale and purchased of any residential or commercial property. For these vocal few to to hold the balance of our community hostage is wrong on every level.

Now along comes Sal DiCiccio showing his true political colors by supporting to this vocal minority rather than supporting the majority in the community that supports the freeway construction. Sal has evidently forgotten that he is an elected official here to serve the entire community that elected him to office. Sal has put his personal interests ahead of those he serves. I expected more from him, but he is now irrelevant in my mind. He continues to put forth the idea that we can build on Indian land if we just put enough pressure on the tribe. His "anywhere but Pecos" organization is all about his agenda.

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<td>Comment noted.</td>
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and his personal freedoms, but it comes at the expense of the tribe’s wishes and freedom to choose what is best for them.

Thank you for your time,

Mike Cummins

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**TELEPHONE CONVERSATION RECORD**  
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

<table>
<thead>
<tr>
<th>DATE/TIME</th>
<th>CALLER</th>
<th>CALLER ADDRESS</th>
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<tbody>
<tr>
<td>5/16/13 4:34 PM</td>
<td>KATHLEEN CUNNINGHAM</td>
<td>CHANDLER, AZ</td>
</tr>
</tbody>
</table>

**CALLER REMARKS/QUESTIONS:**
I support the South Mountain Freeway system. I am a voter and I voted for this and I still expect it to be done. Thank you.
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<thead>
<tr>
<th>Code</th>
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<tr>
<td></td>
<td>TELEPHONE CONVERSATION RECORD</td>
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<td></td>
<td>SOUTH MOUNTAIN FREEWAY INFORMATION LINE</td>
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<tr>
<td></td>
<td>INCOMING CALL DATE: 5/18/13</td>
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<tr>
<td></td>
<td>TIME: 3:14 PM</td>
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<tr>
<td></td>
<td>CALLER: SAM CUNNINGHAM</td>
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<tr>
<td></td>
<td>CALLER REMARKS/QUESTIONS:</td>
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<td></td>
<td>I support the freeway.</td>
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<th>Code</th>
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<td><strong>TIME:</strong> 4:02 PM</td>
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<td></td>
<td><strong>CALLER:</strong> JUSTIN CURRENT</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>CALLER ADDRESS:</strong> 2722 W. HIDDEN VIEW DRIVE, PHOENIX AZ 85045</td>
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<tr>
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<td><strong>PHONE:</strong></td>
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<td></td>
<td><strong>EMAIL:</strong></td>
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<td></td>
<td><strong>CALLER REMARKS/QUESTIONS:</strong></td>
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<td>I support the South Mountain Freeway. Thank you.</td>
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So thank you.

THE FACILITATOR: Thank you.

If you'd like to speak, please register up front.

If you'd like to speak, please go to the registration desk out front.

Please feel free to use either microphone when you come up.

Thank you. Eric Cylwik.

Eric, could I ask you to use this mic over here, please.

MR. CYLWIK: Good morning. My name is Eric Cylwik. I first of all want to thank you so much to voice my opinion to you guys here that are here to listen to us today. I just wanted to say also, great job on pronouncing the name. That is correct.

So I grew up in Phoenix, kind of at the top of what is now the 51, and I remember growing up there, and my dad would have to fly out of town every single weekend, and the commute to the airport was awful. But then after the 51 was built, it made the rest of the town so much more accessible and it just made living up there a so much nicer place.

I've now moved to Tempe after graduating from ASU, and a lot of my friends are now moving away...
from Tempe and farther away from different parts of
the Valley. And as a result, I end up commuting a
lot more than I originally thought I would. There's
parts of the West Valley where I just can't make it
out there to see friends and go over to their houses,
and things like that.

And just life over there kind of isn't
available for me right now. By the time I get off
work and have to travel over there, there's really
not much to do. But there's parts of the East Valley
that are still very accessible and parts of the North
Valley. So even though I live in the middle of this
huge area, part of it is inaccessible just due to the
amount of traffic that's in these areas that at times
I would like to be traveling.

So even though we have a giant freeway that
might go directly from Tempe west, it's not
necessarily a viable option during the time that I
would like to travel. And I think that this would
reduce that. And I think ADOT has led a great study,
and FHWA, and it seems like all the signs say that
this would be a good thing to do, and I'm here to
voice my opinion in support of that. And I trust
them that they've done an excellent job.

Thank you.
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**TELEPHONE CONVERSATION RECORD**  
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

**INCOMING CALL**  
DATE: 6/15/13  
TIME: 12:51 PM

**CALLER:** GREGORY DABIA  
**CALLER ADDRESS:** 12676 W. [UNCLEAR] LOCK TRAIL, PEORIA, ARIZONA 85383

**PHONE:**  
**EMAIL:**

**CALLER REMARKS/QUESTIONS:**  
Yes, I do support the freeway, the new freeway. Bye.

**Response:**  
Comment noted.
1 Location and also at the same time enhances the amenities within the City of Phoenix, keeps tax dollars here, keeps people able to stay within the lesser range for seeking out employment or shopping.
2 And I think that’s about all that I can muster at this point, so I will probably be back if that’s okay.

6 MS. DAD:  I’m in favor of the acquisition for the freeway. I think it will be a benefit for the west side of the area, for people to be able to travel from the west side to the east side, avoiding the midtown congestion. I think they have studied every stick and stone and that they can now move forward and pick the 59 route. I think that is the best one for the freeway. That’s it. I’m in favor of it.

15 MR. CARRILLO:  I’ve been a resident of South Phoenix, in Laveen, all my life, which is 38 years old. I mean, I’m 38 years old now. And, absolutely, there’s no question, the freeway being built would be the absolute best for that community in Laveen. And I did hold back in putting in my opinion, to study more concerning the South Mountain, the Gila River. A lot of them are my friends, and I understand their -- their dissatisfaction with everything.
23 But I do understand that they also had a problem with the casino first coming in there, a lot of those friends of mine. And, now that the casino has become something...
From: Projects
To: ADOT
Subject: FW: Loop 202
Date: Monday, May 20, 2013 8:25:04 AM

-----Original Message-----
From: Airdaley [mailto:airdaley@aol.com]
Sent: Sunday, May 19, 2013 5:54 AM
To: Projects
Subject: Loop 202

As a resident of Ahwatukee we wish to express our views on building the 202 through our area. We oppose the Pecos alignment. We support moving the 202 south on to the Gila River Reservation. We would rather have no 202 than seeing it placed on the Pecos alignment.

Thank you,
Michael and Alisa Daley

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To Whom It May Concern:

I have lived in the Ahwatukee Foothills about 1 mile from Pecos Road for over 22 years. As you no doubt know, this is a lovely, family oriented community. However, if the freeway is built along Pecos, I am concerned that the quality of life here will change drastically.

I still find it difficult to understand how, in good faith, city officials could issue building permits knowing that homes, churches and businesses would need to be torn down to accommodate a freeway. And, I have yet to talk with a resident here who knew that a freeway was planned when they purchased their home. Had we known, I believe many would have chosen to live elsewhere. Pollution is a major concern.

Yes, there are reasons to build another loop around the city. But removing part of an established community, cutting through a section of mountain sacred to a Native American tribe, and adding polluting exhaust from passing trucks and vehicles to do so seems irresponsible. The additional money (tax dollars) that has been, and will need to be, spent could have been avoided had the community not been built right up to the Pecos line in the first place.

Now that there is a community here, and the Native tribe has informed ADOT of their concerns, I would hope that reason would prevail.

Thank you for considering my plea against the building of the freeway along Pecos Road.

Most sincerely,

Judy Bond Danilovs
1532 Silverwood Dr, Shadow Rock
jbjd@cox.net
The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

Although the region’s freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22).

Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at intersections. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.

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

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<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.</td>
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<td>Air Quality</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.</td>
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<td>5</td>
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<td>6</td>
<td>Section 4(f) and Section 6(f)</td>
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<td>7</td>
<td>Biology, Plants, and Wildlife</td>
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(Responses continue on next page)
Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.

Sincerely,

Rudy Dankwort
8121 N 8th Ave
Phoenix, AZ 85021-5634
(602) 943-2949

Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.
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<tr>
<td>From:</td>
<td>Darzi, Khalil [<a href="mailto:khalil.darzi@usairways.com">mailto:khalil.darzi@usairways.com</a>]</td>
</tr>
<tr>
<td>Sent:</td>
<td>Wednesday, May 29, 2013 11:27 AM</td>
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<td>To:</td>
<td>Projects</td>
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<tr>
<td>Subject:</td>
<td>loop 202 South Mountain Freeway</td>
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**Question:**

Will there be any bike lane built along the side or parallel to the freeway at all?

Thank you,

Khalil Darzi

---

*Traffic*

The study has considered concepts for parallel multiuse paths; however, the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.
From: Neel Das [mailto:neeldas98@yahoo.com]
Sent: Friday, May 17, 2013 4:15 PM
To: Projects
Subject: South Mountain Freeway project

Hello,

I am a resident of Chandler and work in Ahwatukee. I would like to express my support for the South Mountain Freeway project.

Please let me know if you need more information from me on this.

regards,

-Neel Das

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

Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
Thank you,
Matthew Eberhart
Community Relations Officer
Arizona Department of Transportation
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov

Maureen Davies [mailto:modavies24@hotmail.com]
Saturday, July 06, 2013 6:26 PM
Projects

1. I don’t believe there will be such a huge increase in Valley traffic as I don’t believe that with climate change we will get such a large population increase and hopefully we will be able to use more Mass Transit to move people around the Valley. It will be too hot here and there won’t be enough water. There are so many factors that could change the whole equation and an increase in the number of cars is not one of them.

2. The destruction of part of South Mountain is unjustifiable and not mitigated enough under the current plans. Also nobody mentioned the chuckwallas that are unique to South Mountain at the meetings. Or the migration of the Hawk Moth caterpillars. I’m surprised that under the current plans and the number of people present the city of Phoenix did not provide a deeding of the land to the City of Phoenix that such destruction would be legal.

3. The increased pollution between the Pecos alignment of the freeway and the mountain due to the winds that prevail in this area would ruin the air quality and building it on the reservation would not solve that problem. We have many schools in this area and the children but also the elderly would suffer greatly especially as contrary to what you say trucks would use the freeway to by-pass the city of Phoenix.

4. The completion of the Canamex Highway on US 85 to I 8 west of Phoenix would reduce traffic in Phoenix and on I 10. That would remove a large part of the perceived need for the South Mountain Freeway and would be less costly in every way.

5. There isn’t enough money for an outdated project such as this in these times of reduced budgets. The State and Federal Governments need to concentrate their spending on things that benefit the people such as education and healthcare not potentially damaging or obsolete freeways.

This an example of the kind of fossilized thinking that is ruining the economies of the western nations. Using a plan that was made in 1986 for building in 2013 is ludicrous!

Sincerely,
Maureen Davies
The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Draft Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.

The proposed project is part of the Regional Transportation Plan for the Maricopa Association of Governments region. In 2004, the voters of Maricopa County approved the Regional Transportation Plan and the extension of a half-cent sales tax to fund its projects. The funding for the right-of-way acquisition and construction of the proposed project would come from a combination of federal (National Highway Performance Program) and County (half-cent sales tax, also known as Regional Area Road Funds) sources. Use of these funds for construction of the proposed freeway would not affect available funds for statewide projects nor would not constructing this facility make available additional funds for other statewide projects.
The decision to not recess the planned highway appears to be based purely on cost and not on a detailed analysis of the environmental benefit of doing that. The decisions on the west end of the proposed route look flawed at best. Some of these date back to the decisions for the 101 and 10 interchange, which now appears to be in the wrong place. The current proposal for the 202 and 10 connection to be at 59th Ave should receive much more study on the disruption this would have on the people living near there during construction.

The continued assertion by ADOT that this will not be a truck route is totally unbelievable and does not give one much confidence in other statements that are made in the study. The study should include the effect of this being a truck route as well as the current version.

A serious incident emergency plan should be included in the study, given the very limited exit routes available from Ahwatukee.

Design

Depressing the proposed Pecos Road sections would entail installation of pump stations to drain the main line freeway. A depressed freeway would also need a drainage channel to capture the off-site flows to prevent their entering the freeway. Pump stations were not used because of the high cost of construction and maintenance needed for their operation. The preferred freeway configuration would have the E1 Alternative aboveground and the existing culverts extending to pass the drainage under the freeway. Pecos Road currently has numerous existing culvert crossings. Depressing the freeway in this area would eliminate the existing culvert crossings and potentially have adverse flooding impacts on adjacent properties. Extending the existing culverts or upsizing the culverts would maintain or improve drainage flows. This would ensure that there would be no adverse flooding impacts on adjacent properties. (See Final Environmental Impact Statement pages 3-15 and 3-18.)

To reduce impacts by depressing the proposed freeway in the Eastern Section, the Arizona Department of Transportation would:

- need to spend an additional $400 million for right-of-way acquisition and construction
- displace an additional 300 residences
- maintain additional pump stations and detention basins for the life of the freeway
- observe noise-related impacts requiring mitigation (i.e., noise barriers and their associated costs and visual impacts)

Because the belowground option would result in substantially greater costs and residential displacements, this option was eliminated from further study.

Alternatives, W59 Alternative Versus W101 Alternative

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

Purpose and Need, Truck Bypass

Hazardous Materials
May 29, 2013
Arizona Department of Transportation South Mountain Study Team
1655 W Jackson St, MD 126F
Phoenix, AZ 85007

Dear South Mountain Study Team,

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

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

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

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

The freeway will also exacerbate urban sprawl and further burden Arizona’s taxpayers. Its construction would continue ADOT’s trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.

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

Sincerely,

Mrs. Christina Davis
22431 N 77th Pl
Scottsdale, AZ 85255-4850

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

Although the region’s freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22).

Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.

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

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(Responses continue on next page)
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I am totally against this truck bypass which absolutely will NOT improve the region’s air pollution as stated in the DEIS. I worked with Maricopa County’s clean air laws and major employers to reduce air pollution for 7 years, and know that building freeways ALWAYS increases traffic beyond projections, ALWAYS increases attendant air pollution due to development following freeways. In this case, Ahwatukee will lose its geographic advantages by being surrounded by freeways, with increased noise and pollutants from our community being used as a truck bypass. Residents of Ahwatukee will get no benefits, only pay with health consequences of increased particulate pollution besides slicing up South Mountain Park. The DEIS assumptions are biased and contradict decades of traffic studies. I am a Phoenix native and resident of Ahwatukee since 1986 when I moved here to escape the worst air pollution in the Valley. We fought many projects downwind that would have brought air pollution to our community, and now this is another one. Do not build! Do not slice up South Mountain Park! Do not ruin the health and peace of our community. If you desperately need a truck bypass, run it much farther away from the metro area. Maricopa County is already an non-attainment area and this freeway will ensure air pollution gets even worse.

### Purpose and Need, Truck Bypass

Although the region’s freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22).

Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.

### Noise

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

### Health Effects

The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Final Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the Metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.
I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.

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

South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases. Temporary improvements in travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.

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

The freeway will also exacerbate urban sprawl and further burden Arizona’s taxpayers. Its construction would continue ADOT’s trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.

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

Sincerely,

Norman & Shirley Davis
6031 E Avenida Arriba
Tucson, AZ 85750-1869
Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.
From: Projects
To: ADOT
Subject: FW: 202 Extension
Date: Tuesday, July 09, 2013 1:44:51 PM

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

From: Linda Davison [mailto:linda.davison66@gmail.com]
Sent: Tuesday, July 09, 2013 11:46 AM
To: Projects
Subject: 202 Extension

I am a homeowner on S. Desert Foothills Pathway, and I vote "no" for the extension of 202. Please consider the drastic consequences of making Pecos Road a major thoroughfare. It will cause major pollution and noise in the SW corner of the city - an area I found to have some peace and relative quiet. Thank you.

Linda Davison
Homeowner in San Simeon Complex
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<tr>
<th>Code</th>
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<tbody>
<tr>
<td>1</td>
<td>Comment noted.</td>
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From: Projects
To: ADOT
Subject: FW: 202
Date: Monday, May 20, 2013 8:33:26 AM

-----Original Message-----
From: David R de la Rosa [mailto:ddelar62@yahoo.com]
Sent: Friday, May 17, 2013 11:29 PM
To: Projects
Subject: 202

Please complete the 202 Loop as it’s a necessary road for the good of the Phoenix area

Sent from my iPad

Confidentiality and Non-disclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.
We all want the State to make progress but their are all ways a few who want to stop progress. We Need to expand the freeway system but lets not make the same mistakes as the other freeways. Better to make them big enough so we don’t have to make the roads or bridges wider in a few years.

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<td>1</td>
<td>Design</td>
<td>The proposed freeway at one point featured a ten-lane freeway cross section, with three general purpose lanes in each direction and sufficient right-of-way to add a high-occupancy vehicle lane and a general purpose lane in each direction in the median in the future (when warranted by travel demand). The Maricopa Association of Governments, in association with the Arizona Department of Transportation, later examined an eight-lane freeway cross section, with three general purpose lanes and one high-occupancy vehicle lane in each direction (see Final Environmental Impact Statement pages 3-19 and 3-20). Such a configuration would reduce the right-of-way needed for the freeway without jeopardizing its ability to meet the purpose and need criteria. Additionally, the eight-lane freeway would cost about $200 million less than the ten-lane freeway (see the Final Environmental Impact Statement, beginning on page 3-23). Because the eight-lane freeway would meet the project’s purpose and need and would do so with lower costs, less right-of-way acquisition, and fewer impacts than the ten-lane freeway, it was carried forward for further study. All eight lanes would be constructed at the same time.</td>
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From: Projects
To: Projects
Subject: FW: 202
Date: Monday, May 20, 2013 8:32:13 AM

From: Karen Dees [mailto:deesfam@yahoo.com]
Sent: Saturday, May 18, 2013 7:08 AM
To: Projects
Subject: 202

18 May 2013

Dear ADOT,

My husband is in the highway construction business as a truck driver. PLEASE help us continue our just above the poverty line life by giving the go ahead on this vital project. Maybe he’ll get more work. Please. We are both Arizona natives and don’t want to have to chase work in another state.

Karen Tucker Dees

Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.
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From: deirdre degagne [mailto:deirdredegagne@gmail.com]
Sent: Thursday, May 23, 2013 8:49 AM
To: Projects
Subject: Loop 202

We would like to register our agreement with the Loop 202 extension-South Mountain Freeway. Our home is at: 7322 West Alta Vista Road in Laveen, and it would be very beneficial. Sincerely,
Deirdre & Hubert Degagne
I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.

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

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

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The freeway will also exacerbate urban sprawl and further burden Arizona’s taxpayers. Its construction would continue ADOT’s trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.

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

Maricopa County and the State of Arizona does so little now to protect our environment. I don't think we need another freeway to add to our air pollution problem. Please do not build this freeway, rather consider investing more in mass transit. Sincerely,

May 27, 2013
Arizona Department of Transportation South Mountain Study Team
1605 W Jackson St, MD 126F
Phoenix, AZ 85007

Dear South Mountain Study Team,

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

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

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Okay, we'll go to the next name, Steve Trussell. Is Steve Trussell in the auditorium? Here he comes. If there's anyone else in the auditorium that would like to speak today, please make sure that you register first so we can get your name into the list.

THE FACILITATOR: Daniel Demerritt. Did I pronounce the name correctly?

MR. DEMERRITT: Yes, you did.

I'm not going to go over all of the stuff that that gentleman went over, because he pretty much did a lot of the work for me in the beginning. I'm a Laveen resident, we have lived in the area for seven years, and we have long seen many developments that were needed by the community: specifically, hospitals, major retail developments. We have to drive 20 minutes to go anywhere to spend our money, and that money is now linking into -- you know, that tax money is now linking into neighboring municipalities. The community has needed this, you know, now more than ever, but has needed it for a long time and we are, you know, very far along and we -- you know, there's just no reason why we should not do the freeway. I don't see -- I mean, I understand the environmental impacts when it comes to the mountain, I'm sorry that there's no other, you know, real route to that, because no one is cooperating with us on, you know, other areas.
I look at the Dreamy Draw, it was the same situation, I’m sure there was a lot of contention with it then and, you know, I drive through this, you know, pretty much three and four times a week and it’s beautiful. I mean, it’s something that I enjoy driving through. You know, it’s something that ADOT did a good job with and I believe that they can do the same with the South Mountain freeway.

I do want to point out that, you know, I do live fairly close to where the freeway is supposed to go through within, you know, half a mile, I believe that they have a lot of things that they can do to keep the sound to a minimum. I know that, you know, yeah, it will increase traffic truck-wise because it’s an easy alternative, but that’s something that’s going to relieve the traffic that is basically causing the I-10 to back up every morning.

The other part of it or, you know, more on the sound, I mean, they have rubberized asphalt, you know, the sound wall barriers. Hopefully, you know, we can think about doing some more walkability and bikeability type situations, but I don’t see that in the plan currently, but it looks like it could be easily done. Thank you for hearing my comments, and I hope they build the 202.

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

The study has considered concepts for parallel multiuse paths; however, the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.
### Code | Comment Document
---|---
1 | Jun 3, 2013 Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007

**Dear South Mountain Study Team,**

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The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit.

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The freeway would also negatively affect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, and valuable public spaces will be lost. I am a frequent hiker in South Mountain Park and cannot imagine what a freeway on the west end would do to the experience.

The beauty and relative solitude of the park would be destroyed. The freeway would also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.

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

Sincerely,

Dr. Lynn Demuth
2961 W Comstock Dr
Chandler, AZ 85224-5708
(480) 699-0237

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

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Sincerely,

Dr. Lynn Demuth
2961 W Comstock Dr
Chandler, AZ 85224-5708
(480) 699-0237

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<td>5</td>
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(Responses continue on next page)
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## TELEPHONE CONVERSATION RECORD
### SOUTH MOUNTAIN FREEWAY INFORMATION LINE

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<thead>
<tr>
<th>ENGLISH CALL DATE</th>
<th>ENGLISH CALL TIME</th>
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<tbody>
<tr>
<td>7/23/13</td>
<td>11:31 AM</td>
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<table>
<thead>
<tr>
<th>CALLER:</th>
<th>CALLER ADDRESS:</th>
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</thead>
<tbody>
<tr>
<td>ROBYN DERKS</td>
<td>2724 WEST FLINT STREET, CHANDLER, ARIZONA 85224</td>
</tr>
</tbody>
</table>

<table>
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<tr>
<th>PHONE:</th>
<th>EMAIL:</th>
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**CALLER REMARKS/QUESTIONS:**

Yes, I am in support of the freeway. I wanted it for many years as my husband travels that way and I do support the freeway. Bye.

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### Dear South Mountain Study Team,

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

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

South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. The freeway would also negatively affect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.

The freeway would also exacerbate urban sprawl and further burden Arizona’s taxpayers. Its construction would continue ADOT’s trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.

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

Sincerely,

Mr. James Derrig
19006 N 76th Ave
Glendale, AZ 85308-8300
(623) 561-1545

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<td>1</td>
<td>Mukesh Desai</td>
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Document Created: 6/18/2013 11:55:08 PM by Web Comment Form

Very useful presentation, gives citizens overview quickly. I personally support project. I live in Fishkill Reserve community and some homes in our community are going to be impacted. However, I believe, for vast majority of residents this highway will be beneficial as it will improve access. I still do not know, if proposed highway will be elevated, or only be elevated throughout or only at certain places. I still do not know, how our view of Estrella mountains and South Mountain will remain?

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<td>The freeway profile, or elevation, is determined by a number of engineering factors including geology, drainage, and cost, among others. Like most freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would maintain a rolling profile, being elevated above most major cross streets and dropping to near ground level between interchanges (see Figure s 3-20 to 3-25 beginning on Final Environmental Impact Statement page 3-42).</td>
</tr>
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I've been a resident of Ahwatukee since 2001, and I originally worked here as a teacher starting in 1995. I do not know, nor have I ever known, one person who is in favor of this freeway. Everyone I know opposes it.

We are concerned about air pollution, noise pollution, and safety. We moved here because this is a quiet and safe bedroom community. Tearing away people's homes and a local place of worship to build yet another freeway is unconscionable.

Please listen to local residents' wishes and halt this project.

If you must move forward and continue to pollute this city even more with yet another freeway, then there are miles of Indian reservation that can be built upon which will avoid the senseless destruction of taxpayers' properties.

Thank you.

Best,
Michelle DeSpain
Ahwatukee Resident -- 85048

P.S. Allergies, asthma, and respiratory issues have skyrocketed in Maricopa County in recent years. As educated citizens, we are all very much aware of the link between pollution and these health issues. Shouldn't the health and wellbeing of citizens be the #1 priority of our city?
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<td>Susan Detwiler</td>
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This project is an important part of the regional transportation system in Maricopa County. Funding has been approved through Proposition 400 and it is paramount that the project move forward while funding is in place. I fully support this project and look forward to its completion.

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Why I oppose the South Mountain Freeway

I grew up in Chicago, moved to Phoenix in 1974 and South Mountain Park was one of the first places I hiked. I still visit this wonderful place to out-of-town visitors. We have the largest city park in the U.S., 11 mile trail east to west, and no matter how full the parking lot in Ahwatukee, the trails always feel like wilderness (if you don’t look at the valley below). When I worked in South Phoenix, I organized and led hikes for low income South Phoenix families, showed them photographs and talked of native peoples who had passed through here for thousands of years. It is awe-inspiring to consider how we remain connected to our past; it is indeed sacred and an important lesson to teach our children.

Three reasons I oppose the proposed freeway:

1. We must respect the people who lived here first and for generations since. Native peoples from the Gila River Indian Community voted against allowing the freeway through their lands and sacred places. When European-Americans first came to these lands, we did not respect their beliefs. We were wrong then and must not repeat these errors. If Native Americans do not want this highway, then we must not violate their wishes.

2. Division and destruction of land creates pollution – noise and carbon monoxide don’t stop at the side of a highway. Animals native to this land - pumas, coyotes, javelinas, birds, reptiles – belong here and we have the responsibility to protect their habitats. During my lifetime, we have come a long way in learning the importance of environment and inter-connectivity. Do not break this growing respect for our environment.

3. Home owners have the responsibility to consider transportation before they buy. I have owned 5 homes during my life; I believe it is outrageous and arrogant to move into an area, then try to change its very essence for our own personal comfort. It’s the attitude – “Now I’m here, so now you do what I want.” What a terrible message to send our children!

I love this park and ask you to send our children a message of the importance of respect and protection of our heritage and natural environment by saying no to building a freeway through South Mountain Park.

Jeanne Davine, retired senior and environmental activist
3323 S. McAlister Ave
Tempe, Arizona, 85282
Maricopa County

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
And the Gila River Indian Community for years has been opposed to the build and the people and the state have bent over backwards to accommodate their wishes. The proposed build of the freeway now does not encroach on their land, and because of the painstaking efforts of so many people, I would ask now that they respect our wishes and needs, so that we can build this much-needed thoroughfare so the west side of the Valley can prosper in the same way as the east side of the Valley. Thank you very much.

THE FACILITATOR: Thank you.

If you'd like to speak, please go out to the registration table and get registered. Your name will appear on our list and we'll call you up. Thank you.

Jeane Devine. Could you come over to this microphone, we're going to switch you guys.

MS. DEVINE: Am I -- can you hear me? Thank you very much for having these hearings also. I wrote just from my heart like why I'm here and why I'm opposed to the South Mountain freeway. I grew up in Chicago, I moved to the Phoenix area in 1974 and South Mountain Park was one of the first places that I hiked, I'm still hiking today; I'm 71 years old. I still rave about this wonderful place of South Mountain Park to out-of-town visitors. And we have the largest city park in the
1 United States, 11-mile trail from east to west, and no matter how full the parking lot in Ahwatukee, which is where I usually park, the trails always feel like wilderness, if you don't look down into the Valley. But when I worked in South Phoenix also, I organized and led hikes for low-income South Phoenix families and I showed them petroglyphs and talked of native peoples who passed through here for thousands of years. This is awe-inspiring to consider how we remain connected our past. It's indeed sacred and an important lesson to teach our children. So I have three reasons why I'm really opposed to this freeway. The first one is we must respect the people who lived here first and have for generations since. Native people from the Gila River Indian Community voted against allowing the freeway through their lands and sacred places. When European Americans first came to these lands, we did not respect their beliefs. We were wrong then and we must not repeat these errors. If Native Americans do not want this highway, then we must not violate their wishes. Number two, division and destruction of land causes pollution. Noise and carbon monoxide don't stop at the side of a highway. Animals native to this land, pumas, coyotes, javelinas, birds, reptiles belong here.

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<td>Noise</td>
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and we have the responsibility to protect their habitats. During my lifetime we have come a long ways in learning the importance of environment and interconnectivity, so do not break this growing respect for our environment. And the third reason I have is that homeowners have the responsibility to consider transportation before they buy a home. I have owned five homes during my life, I know what it means to look at your home and where you're going to live, and I believe it's outrageous and arrogant to move into an area and then try to change its very essence for our personal comfort. It's the attitude of now I'm here, so you need to change things for me. It's a terrible message to send our children. I love this park and I ask you to send our children a message of the importance of respect and protection of our heritage and natural environment by saying no to building a freeway through South Mountain Park. Thank you.

THE FACILITATOR: Thank you.

Anybody who would like to speak, please go out to the registration table, get registered, we'll be happy to hear you.

Mike Franklin. Could you come to this mic over here, please.

MR. FRANKLIN: Must be on. Okay. My name is
From: Projects
To: ADOT
Subject: FW: Do the 202
Date: Monday, May 20, 2013 8:42:05 AM

From: Sean Dhaemers [mailto:badraptor@aol.com]
Sent: Friday, May 17, 2013 7:15 PM
To: Projects
Subject: Do the 202

This must be done please consider

From my Android phone on T-Mobile. The first nationwide 4G network.
Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov

-----Original Message-----
From: Keith Diamanti [mailto:kjdiamanti@yahoo.com]
Sent: Monday, July 15, 2013 11:08 AM
To: Projects
Subject: South Mountain Freeway Comment For Record

Keith, Patricia, Alex and Thomas Diamanti of 16208 S. Reserve Drive are strictly against the freeway being placed on Pecos Blvd due to various environmental and health issues.

Sent from my iPhone

Confidentiality and Non-disclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.
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<td>INCOMING CALL</td>
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<td>DATE: 5/16/13</td>
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<td>TIME: 4:07 PM</td>
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<td>CALLER: DIANE</td>
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<td>CALLER ADDRESS: 3303 SOUTH 22ND AVENUE, PHOENIX, AZ</td>
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<td>PHONE: EMAIL:</td>
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<td>CALLER REMARKS/QUESTIONS:</td>
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<td>I support the 202 Freeway. Thank you.</td>
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Jesus Diaz  
I live on 55th Ave and Southern Ave in Laveen. My concern is the increase in noise this freeway would cause for the area. Also, is Southern Ave going to be an exit for this freeway? If so, will ADOT add more traffic lights for residents that live on 55th Ave and Southern due to the increase of traffic this would cause.

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<td>Traffic interchanges (on- and off-ramps) would be located at Van Buren Street, Buckeye Road, Lower Buckeye Road, Broadway Road, Southern Avenue, Baseline Road, Dobbins Road, Elliot Road, 51st Avenue, 17th Avenue, Desert Foothills Parkway, 24th Street, and 40th Street. In the immediate area of the interchanges, the crossroads would be widened to their ultimate lane configuration based on the City of Phoenix General Plan. Adjacent improvements such as signals and road widening would be the responsibility of the City of Phoenix.</td>
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**TELEPHONE CONVERSATION RECORD**
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

**INCOMING CALL**
DATE: 7/11/13
TIME: 10:16 AM

**CALLER:** MARIA DIAZ
**CALLER ADDRESS:** 6413 W. SOUTHERN AVE.
**PHONE:** 602-330-3890

**CALLER REMARKS/QUESTIONS:**
My name is Maria Diaz. I live at 6413 West Southern. I am not pleased with what is going to happen with 59th Avenue because it will affect my house. Thank you very much.

**RESPONSE:**
Mi nombre es Maria Diaz. Yo vivo en el 6413 West Southern Avenue. No estoy satisfecho con lo que va a pasar con la avenida 59ª, ya que afecta a mi casa. ¡muchas gracias!
May 27, 2013
Arizona Department of Transportation South Mountain Study Team
1655 W. Jackson St, MD 126F
Phoenix, AZ 85007

Dear South Mountain Study Team,

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

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

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

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

The freeway will also exacerbate urban sprawl and further burden Arizona’s taxpayers. Its construction would continue ADOT’s trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.

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

Sincerely,
Mr. Ben Dibell
948 S Alma School Rd
Mesa, AZ 85210-2048

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Phoenix, AZ 85007

Dear South Mountain Study Team,

I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative. The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.

South Mountain Freeway would have irreversible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more people use the freeway, the “end point” area this freeway would temporarily provide, more pollution will be spread into the air, exacerbating asthma, cancer, and other diseases. The freeway would also negatively affect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.

The freeway would also exacerbate urban sprawl and further burden Arizona’s taxpayers. Its construction would continue ADOT’s trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.

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

Sincerely,

Mr. Ben Dibell
948 S Alma School Rd
Mesa, AZ 85210-2048
Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.
Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov

-----Original Message-----
From: Jessica DiGiacomo [mailto:jessiejoy.jd@gmail.com]
Sent: Sunday, July 07, 2013 3:02 PM
To: Projects
Subject: Freeway Extension-202

I am an owner at San Simon Condominium in Ahwatukee and I spend half the year in that home. I choose to buy in that location because its a quiet area. My home in the city of West Sacramento California is next to HWY 5 and is 1/2 mile away and it is disgusting with the dust that ends up in my home as well as the constant swishing noise from the cars. I do not support the 202 freeway project because it will bring noise, and pollution to our neighborhood.

Jessica DiGiacomo
16013 South Desert Foothills Parkway #1159

Sent from my iPad

Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.
As a resident of Ahwatukee for over 35 yrs. I believe it’s about time we start construction of the SMF. All these delays have been instituted by nothing more than self interest groups. Example is of So Mtn. being desecrated. I always thought all Indian land was sacred. Let’s face it. It’s all about the money. Put the freeway on the res. and you have more people going to the casino and the outlet stores, as well as the resort and golf course and other attractions. Let’s be real, this freeway is long overdue. Pecos Rd is owned by the state, it sure doesn’t make sense to spend more money and put it on the res. As far as pollution goes that’s another stalling tactic. I live off 51st street, should we reroute all of I-10 so my neighborhood is smog free? Of course not. When I came to Arizona I-10 was only two lanes each way. There was no complaining when it turned to 8&10 lanes. That was progress. If you didn’t like it you moved. If people don’t like the SMF you too can move. Now that home prices are climbing I haven’t heard too much from that group of people. Use common sense and let ADOT do its job. This is progress, we’ve spent enough time and money for this project.

Michael DiGioia

Alternatives, Gila River Indian Community Alignment

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
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<thead>
<tr>
<th>Code</th>
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<tbody>
<tr>
<td>1</td>
<td>Alternatives</td>
<td>The proposed project is part of the Regional Transportation Plan for the Maricopa County region. In 2004, the voters of Maricopa County approved the Regional Transportation Plan and the extension of a half-cent sales tax to fund its projects, including the proposed freeway. Tolls would not be involved.</td>
</tr>
</tbody>
</table>

**TELEPHONE CONVERSATION RECORD**

**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

**INCOMING CALL**

**DATE:** 5/18/13

**TIME:** 1:13 PM

**CALLER:** MAYNARD DILLIMER, ARCHITECT

**CALLER ADDRESS:**

**PHONE:** 480-948-6632

**EMAIL:**

**CALLER REMARKS/QUESTIONS:**

I support building the South Mountain Freeway. I do not believe there ought to be a toll road in any form. I am a retired Architect and (Unintelligible) planning and very knowledgeable on this type of thing. This highway is long overdue. Should be done as quickly as possible. But no toll roads involved. Thank you for asking.
I went to the first meeting that was held several years ago for the Foothills area and we were told that the freeway would be dug down 14 feet with a 10 foot sound wall. Recently I heard that the freeway was not going to be dug down 14 feet because of the water runoff from South Mountain. We feel that is totally unacceptable. You did it for Scottsdale and I think that it should be done for the foothills area. The sound reaches my house, 804 feet from the proposed freeway and the sound from a 10 lane freeway will be much worse.

The second issue that I am concerned is with the increase cancer rates from all the particulate from all the cars and trucks exhausts being blown up against South Mountain with no-where to go. What are the expected cancer rate increases? How will this affect all the children in the three schools that are within 800-1000 feet from the freeway? How will this affect the older residents with lung problems? What will happen if there is an inversion layer and the exhaust gases build up? What then???

Lastly, I don’t recall any comments on the crime rates increases for areas that are between exits and entrances doubling with pass thru criminals looking for an easy score.

I would like an answer to these questions and so far I have been unable to get any.

A depressed freeway option was evaluated in the Final Environmental Impact Statement and is described on pages 3-15 and 4-91. Although depressing the freeway would reduce noise levels, noise walls would still be needed to further reduce noise to meet the Arizona Department of Transportation noise policy. Whether the freeway is built aboveground with tall walls or belowground with shorter walls, the final mitigated noise levels would be nearly the same at nearby residences. The major disadvantage of building a depressed freeway would be the increased construction cost and the possible acquisition of additional right-of-way for pump stations and retention basins.

Noise

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

Health Effects

Meteorological information was considered in the air quality analyses [Air Quality Assessment: South Mountain Freeway (SR 202L), dated March 1, 2013] conducted for the proposed action. Data from Maricopa County Air Quality Department and from the Gila River Indian Community monitoring station were compared with two, 1-month studies conducted during the winter of 2006 and the spring of 2007 along Pecos Road in the Study Area. According to the Arizona Department of Transportation, 2013, Air Quality Assessment South Mountain Freeway 202L Draft Report, review of wind data from the Gila River Indian Reservation Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows and stable atmospheric conditions, the wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns will tend to have a flow from the easterly component as the air flows from the east to the lower elevations along the Gila River. During the warmer hours with improved mixing, the flows typically follow the river channel and come from the north and northwest toward the south and southeast.

Air Quality

During the winter, temperature inversions can inhibit the dispersal of pollution (see Final Environmental Impact Statement page 4-70). In the morning, wind flows typically follow the terrain to lower elevations. As the day progresses and heating occurs, the pollution begins to disperse. Wind flow in the afternoon typically goes upward along the terrain.

Neighborhoods/Communities

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

Meteorological information was considered in the air quality analyses [Air Quality Assessment: South Mountain Freeway (SR 202L), dated March 1, 2013] conducted for the proposed action. Data from Maricopa County Air Quality Department and from the Gila River Indian Community monitoring station were compared with two, 1-month studies conducted during the winter of 2006 and the spring of 2007 along Pecos Road in the Study Area. According to the Arizona Department of Transportation, 2013, Air Quality Assessment South Mountain Freeway 202L Draft Report, review of wind data from the Gila River Indian Reservation Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows winds and stable atmospheric conditions, the wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns will tend to have a flow from the easterly component as the air flows from the east to the lower elevations along the Gila River. During the warmer hours with improved mixing, the flows typically follow the river channel and come from the north and northwest toward the south and southeast.

1. **Air Quality**
   
   During the winter, temperature inversions can inhibit the dispersal of pollution (see Final Environmental Impact Statement page 4-70). In the morning, wind flows typically follow the terrain to lower elevations. As the day progresses and heating occurs, the pollution begins to disperse. Wind flow in the afternoon typically goes upward along the terrain.

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

The Federal Highway Administration developed the noise regulations as required by the Federal-Aid Highway Act of 1970 (Public Law 91-605, 84 Stat. 1713). The regulation, 23 Code of Federal Regulations 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise, applies to highway construction projects where a State department of transportation has requested Federal funding for participation in the project. The regulations contain noise abatement criteria, which represent the upper limit of acceptable highway traffic noise for different types of land uses and human activities. The regulations do not require meeting the abatement criteria in every instance. Rather, they require highway agencies make every reasonable and feasible effort to provide noise mitigation when the criteria are approached or exceeded. Compliance with the noise regulations is a prerequisite for the granting of Federal-aid highway funds for construction or reconstruction of a highway. In 1998, the Federal Highway Administration released the Traffic Noise Model, which has been upgraded several times since its release. It was developed as a means for aiding compliance with policies and procedures under Federal Highway Administration regulations. The model is a state-of-the-art computer program used for predicting noise impacts in the vicinity of highways. It uses advances in personal computer hardware and software to improve upon the accuracy and ease of modeling highway noise, including the design of effective, cost-efficient highway noise barriers. These components are supported by a scientifically founded and experimentally calibrated acoustic computation methodology, as well as an entirely new, and more flexible data base, than the former model. The database consists of over 6000 measurements at forty sites across the country.

### Code Issue Response

<table>
<thead>
<tr>
<th>Code</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Noise</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix. The Federal Highway Administration developed the noise regulations as required by the Federal-Aid Highway Act of 1970 (Public Law 91-605, 84 Stat. 1713). The regulation, 23 Code of Federal Regulations 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise, applies to highway construction projects where a State department of transportation has requested Federal funding for participation in the project. The regulations contain noise abatement criteria, which represent the upper limit of acceptable highway traffic noise for different types of land uses and human activities. The regulations do not require meeting the abatement criteria in every instance. Rather, they require highway agencies make every reasonable and feasible effort to provide noise mitigation when the criteria are approached or exceeded. Compliance with the noise regulations is a prerequisite for the granting of Federal-aid highway funds for construction or reconstruction of a highway. In 1998, the Federal Highway Administration released the Traffic Noise Model, which has been upgraded several times since its release. It was developed as a means for aiding compliance with policies and procedures under Federal Highway Administration regulations. The model is a state-of-the-art computer program used for predicting noise impacts in the vicinity of highways. It uses advances in personal computer hardware and software to improve upon the accuracy and ease of modeling highway noise, including the design of effective, cost-efficient highway noise barriers. These components are supported by a scientifically founded and experimentally calibrated acoustic computation methodology, as well as an entirely new, and more flexible data base, than the former model. The database consists of over 6000 measurements at forty sites across the country.</td>
</tr>
<tr>
<td>2</td>
<td>Neighborhoods/ Communities</td>
<td>While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.</td>
</tr>
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<td>Code</td>
<td>Comment Document</td>
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<tr>
<td>1</td>
<td>MR. DOBELL: My name is Harry DoBell and I live at 1664 East Glenhaven Drive which would be 804 feet from the new freeway. When I went to the very first meeting, it was about three or four years ago. I can't remember. We were told that the freeway would be dug down 14 feet with a 10 foot sound wall. Since that time, we now have been told that it's not going to be dug down which will increase the noise and the exhaust gases coming into our neighborhood. We now have probably less than 50,000 cars a day by there, and it's going to be 150,000 with the freeway. At the current rate level of cancer for 40,000 cars, it's going to triple with 150,000 cars, and I haven't heard anyone address that issue of what can be done about it to mitigate it. My house is approximately 18 years old and does not have soundproof windows. At this time, I can hear noise from Pecos lightly. With 150,000 diesel trucks morning, noon and night, what is going to be done about the sound mitigation? And digging it down 14 feet with a 10 foot wall would have helped, but now what is it going to be? Also crime rates. We've been told that if you live between an entrance and an exit on an</td>
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### Code 1: Design
A depressed freeway option was evaluated in the Final Environmental Impact Statement and is described on pages 3-15 and 4-91. Although depressing the freeway would reduce noise levels, noise walls would still be needed to further reduce noise to meet the Arizona Department of Transportation noise policy. Whether the freeway is built aboveground with tall walls or belowground with shorter walls, the final mitigated noise levels would be nearly the same at nearby residences. The major disadvantage of building a depressed freeway would be the increased construction cost and the possible acquisition of additional right-of-way for pump stations and retention basins.

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

### Code 3: Health Effects
Noise barriers are designed to provide a substantial reduction in noise levels along freeways, but do not and cannot eliminate noise from passing into nearby neighborhoods. Just because noise can be heard does not mean that noise barriers are ineffective. Even at the levels considered “acceptable” by the Arizona Department of Transportation Noise Abatement Policy and Federal Highway Administration regulations, noise is still readily audible and can be heard for some distance from the freeway.

### Code 4: Noise
Noise barriers are designed to provide a substantial reduction in noise levels along freeways, but do not and cannot eliminate noise from passing into nearby neighborhoods. Just because noise can be heard does not mean that noise barriers are ineffective. Even at the levels considered “acceptable” by the Arizona Department of Transportation Noise Abatement Policy and Federal Highway Administration regulations, noise is still readily audible and can be heard for some distance from the freeway.

### Code 5: Purpose and Need, Truck Bypass
The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

### Code 6: Neighborhoods/Communities
While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
interstate freeway, your crime rates will go up 100 percent. Has anybody addressed that? That's all I've got to say.
MR. DOBELL: My name is Harry DoBell. My concern is with 150,000 cars a day going by there and a lot of them being trucks, diesel trucks, diesel is known for carcinogens, and all that buildup is going to be blown up against South Mountain and stuck there. What are the conditions going to be? How are people with breathing problems and older people going to -- how are they going to handle it? And has any tests been done? Has any things been done to see what it would be with a buildup? Because I haven’t heard of any.
As a resident of the 51st ave. McDowell rd. area for the past 40+ years. It is my experience that the congestion on I-10 from 27th to 83rd avenues has reached its max. you can not get on or off the freeway with any measure of safety. As a trucker with over 50 years of driving the roads it would be safer to hook into the 303, as most truckers that don’t need to be in the city take Buckeye or cut down to I-10. The Indian nation would be happier if the truckers did not take 51st ave. to get to Tucson. The outer loop off 303 and I-10 would benefit all the truckers, Indian nation and travelers. Our city traffic is maxed out too much now. As an added benefit the Indians would have another area to build another casino. Thank you.

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</thead>
<tbody>
<tr>
<td>1</td>
<td>Alternatives, W59 Alternative Versus W101 Alternative</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.</td>
</tr>
<tr>
<td>2</td>
<td>Purpose and Need, Truck Bypass</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix. State Route 30 is planned to connect the South Mountain Freeway to State Route 303L (see Figure 1-2 on page 1-6 of the Final Environmental Impact Statement).</td>
</tr>
</tbody>
</table>
TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL
DATE: 05/13/13
TIME: 12:04 PM

CALLER: DAVID DOIRON
CALLER ADDRESS: 332 AEPLI DRIVE, TEMPE, AZ 85282
PHONE:
EMAIL:

CALLER REMARKS/QUESTIONS:
I am in favor of the Loop 202 South Mountain Freeway in the southwest valley. Thanks.

1

Code | Issue | Response
--- | --- | ---
1 |  | Comment noted.
TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL
DATE: 6/15/13
TIME: 11:57 AM

CALLER: WILLIAM DOLAN
CALLER ADDRESS: SUN CITY WEST, ARIZONA
PHONE: EMAIL:

CALLER REMARKS/QUESTIONS:
I am in favor of the new South Mountain freeway. Goodbye.

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

In May 2012, the Arizona Department of Environmental Quality submitted a revised Maricopa Association of Governments 2012 Five Percent Plan for the region. On July 20, 2012, the U.S. Environmental Protection Agency made an official finding that the Maricopa Association of Governments 2012 Five Percent Plan was administratively complete. This decision ended the sanctions clocks associated with Arizona’s decision to withdraw the Maricopa Association of Governments 2007 Five Percent Plan. On February 6, 2014, the U.S. Environmental Protection Agency published a notice in the Federal Register proposing to approve the Maricopa Association of Governments 2012 Five Percent Plan for Attainment of the PM-10 Standard for the Maricopa County Nonattainment Area. In the same notice, the U.S. Environmental Protection Agency stated that it would concur with exceptional event (as a result of haboobs and dust storms) documentation prepared by the Arizona Department of Environmental Quality, which would give the region the 3 years of clean data needed for attainment of the particulate matter (PM) 24-hour standard. Finally on May 30, 2014, the U.S. Environmental Protection Agency approved the 2012 Five Percent Plan and found the area in attainment of the 24-hour particulate matter (PM) 24-hour standard based on monitoring data for the years 2010 to 2012 (see page 4-72 of the Final Environmental Impact Statement for more information).

1. **Health Effects**

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

Operation of the freeway would cause an increase in noise levels that would vary in intensity depending on factors such as amount of traffic, travel speeds, time of day, and day of the week. Nighttime noise levels would be less than daytime noise levels. Some species rely on hearing to avoid predators, communicate, and find food (Noise Pollution Clearinghouse 2004). As noted in the Final Environmental Impact Statement on page 4-136, an increase in traffic noise may affect the ability of some animals to hear at a level necessary for survival when near the proposed action. In addition, hearing loss resulting from vehicle noise has been shown to occur in some desert animals (Bondello and Brattstrom 1979).

As discussed in the Noise Analysis Technical Report in support of the Final Environmental Impact Statement, the proposed South Mountain Freeway was modeled in the latest version of the Traffic Noise Model (version 2.5). This is a three-dimensional model that factors in elements of the proposed freeway using x, y, and z coordinates. The model did account for the elevations of the freeway, nearby homes that may be elevated above the road, surrounding topography, and any mitigation measures such as barriers between the homes and freeway. This is the same procedure and same model used for other freeway projects in the Phoenix metropolitan area and across the country.

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

Analysis of impacts in future conditions accounted for cumulative effects of the planned 2035 roadway network including the proposed freeway. 40 Code of Federal Regulations § 1508.7 defines cumulative impacts as "the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions." The future conditions with and without the proposed freeway are presented in Figure 3-40 on page 3-66 of the Final Environmental Impact Statement. As noted on page 1-13 of the Final Environmental Impact Statement, the 2035 transportation network includes all improvements from the Maricopa Association of Governments Regional Transportation Plan except for the proposed freeway in the Study Area. The traffic projections also included Maricopa Association of Governments' projected growth in population, housing, and employment in the Maricopa Association of Governments region, which can result from public or private actions.

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

(Responses continue on next page)
Assessment of mobile source air toxics is presented in the Draft Environmental Impact Statement beginning on page 4-68 and the summary information about the findings of the Joint Air Toxics Assessment Project study is provided as background information in the Draft and Final Environmental Impact Statements, but the study itself is not relevant to the type of analysis done pursuant to the Federal Highway Administration's mobile source air toxics guidance, which is an emissions analysis. Monitored ambient concentrations of mobile source air toxics (the focus of the Joint Air Toxics Assessment Project) do not inform this type of analysis. While monitoring data can be useful for defining current conditions in the affected environment (to the extent that the monitoring data are current), they don't tell us anything about future conditions, or the impacts of the project itself, which is why an emissions analysis was performed. The mobile source air toxic analysis presented beginning on page 4-77 of the Final Environmental Impact Statement is an estimated inventory of mobile source air toxic emissions for the entire Study Area for 2025 and 2035. This approach was used because the inventory estimate accounts for changes in traffic and emissions on all roadways affected by a proposed project, and would, therefore, be a more reliable predictor of changes in exposure to mobile source air toxics.

The Draft and Final Environmental Impact Statements present information and analysis about the proposed action and the enhanced conditions when compared against the No-Action Alternative and would not cause significant adverse effects. The Federal Highway Administration and Arizona Department of Transportation Draft and Final Environmental Impact Statements account for the potential effects when considering both adverse and beneficial impacts. The Draft and Final Environmental Impact Statements provide in-depth discussion of potential air quality impacts of the proposed alternatives.

The carbon monoxide analysis presented on page 4-65 of the Draft Environmental Impact Statement and updated on page 4-75 of the Final Environmental Impact Statement represents projected carbon monoxide concentrations along the project corridor, including those proposed interchange locations along the South Mountain Freeway corridor. The Arizona Department of Transportation also conducted a quantitative particulate matter (PM\textsubscript{10}) hot-spot analysis that is discussed on page 4-76 of the Final Environmental Impact Statement. Both of these analyses demonstrate that the health-based National Ambient Air Quality Standards for carbon monoxide and particulate matter (PM\textsubscript{10}) would not be exceeded at worst-case locations along the project corridor.

The emission modeling developed for the proposed action showed that for the mobile source air toxics study area, there would be little difference in total annual emissions of mobile source air toxics emissions between the Preferred and No-Action Alternatives (less than a 1 percent difference) in 2025 and 2035. With the Preferred Alternative in 2035, modeled mobile source air toxics emissions would decrease by 57 percent to more than 90 percent, depending on the pollutant, despite a 47 percent increase in vehicle miles traveled in the Study Area compared with 2012 conditions (see discussion beginning on page 4-77 of the Final Environmental Impact Statement).

The carbon monoxide and particulate matter (PM\textsubscript{10}) analyses demonstrated that the proposed freeway would not contribute to any new localized violations, increase the frequency or severity of any existing violation, or delay timely attainment of the National Ambient Air Quality Standards or any required interim emissions reductions or other milestones.
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<tbody>
<tr>
<td>7</td>
<td>Hazardous Materials</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.</td>
</tr>
<tr>
<td>8</td>
<td>Environmental Justice/Lifestyle</td>
<td>The Draft Environmental Impact Statement describes a decade-long consultation and coordination effort led by the Arizona Department of Transportation and the Federal Highway Administration with the Gila River Indian Community and other Native American tribes. As a result of the consultation, the cultural importance of the South Mountains is acknowledged in the Draft Environmental Impact Statement in several locations, notably page 5-26. The proposed project would accommodate and preserve (to the fullest extent possible from the available alternatives) access to the South Mountains for religious practices. Section 106 of the National Historic Preservation Act requires a government-to-government relationship between the Federal Government and Indian tribes as described beginning on page 4-140 of the Final Environmental Impact Statement. Section 106 requires federal agencies take into account the effects of their undertakings on historic properties and requires consultation with tribal authorities. Consultation has occurred with Gila River Indian Community government officials, the Tribal Historic Preservation Officer, the Cultural Resource Management Program, other tribes, and the State Historic Preservation Office and has led to concurrence from the Gila River Indian Community Tribal Historic Preservation Office and the State Historic Preservation Office on National Register of Historic Places eligibility recommendations (including traditional cultural properties like the South Mountains), project effects, and proposed mitigation and measures to minimize harm. This consultation has been ongoing and will continue until any commitments in a record of decision are completed. The section entitled Title VI and Environmental Justice, beginning on page 4-29 in the Draft Environmental Impact Statement, presents acceptable methods, data, and assumptions to assess the potential for disproportionately high and adverse effects from the proposed action on environmental justice populations and disparate impacts to populations protected under Title VI. Based on the content of the section, no such effects would result from the action alternatives. In light of comments received on the Draft Environmental Impact Statement, the above-referenced conclusions were confirmed in the preparation of the Final Environmental Impact Statement. To provide further clarity, the discussions of environmental justice and Title VI were separated and additional text explaining the relationship of environmental justice and Title VI to various environmental elements was added throughout Chapter 4, Affected Environment, Environmental Consequences, and Mitigation, as exemplified by the inserted text on page 4-29 of the Final Environmental Impact Statement. Air quality depends on several factors such as the area itself (size and topography), the prevailing weather patterns (meteorology and climate), and the pollutants released into the air. Cuts through the South Mountains would be expected to produce microclimate differences similar to those produced by a series of buildings in a large city that produce localized wind tunnel effects. The mountain cuts, however, would not affect regional air quality or cause air to be trapped.</td>
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<td>Neighborhoods/Communities</td>
<td>Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)</td>
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</table>
**TELEPHONE CONVERSATION RECORD**  
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Caller</th>
<th>Caller Address</th>
<th>Phone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>5/15/13</td>
<td>3:33 PM</td>
<td>JAUNITA DONALDSON</td>
<td>2909 WEST PALOMINO DRIVE, CHANDLER, AZ 85224</td>
<td></td>
<td></td>
</tr>
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</table>

**CALLER REMARKS/QUESTIONS:**

I am very much in support of the South Mountain Freeway. I think it would help everyone get from one point to another point on the south end of town from east to west. I approve it. Thank you.

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| 1    | Steve Bondanville  
I am completely in favor of this project. The sooner it can be completed the better for all of south Phoenix. |

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To whom it may concern,

As a resident in Laveen Village, I can certainly appreciate the positive impact the SR 202 will have in my immediate community. I’m already experiencing a good amount of traffic and congestion that exists along 51st Avenue and Southern. While I welcome the new freeway and access point, I do share concerns about the noise pollution. In the nicely illustrated video, it mentions sound barriers will exist wherever applicable and I’d like to ask or request that there be an extensive evaluation to ensure similar or reduced levels of noise. Also, has there been or will there be a study with regards to light pollution stemming from this project?

Thank you for your initiatives and consideration to those within the community.

Alex

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

Light from the freeway would be produced from vehicle headlights and taillights and from fixed light poles at interchanges along the freeway. Nighttime users of the park and residents of Ahwatukee Foothills Village may see lines of seemingly crawling vehicles, each with lights front and back. Fixed freeway lighting would be provided for safety reasons only at interchange exit and entrance points. Freeway lighting at these locations would be designed to reduce illumination spillover onto sensitive light receptors such as residential areas (see page 3-58 of the Final Environmental Impact Statement).
I am for the loop 202. My family and I moved to Laveen in 2004 and we love our community. Laveen is an underserved community with no hospitals, retail and food establishments to serve our community. Not having a freeway increases drive times to other parts of the valley and with all the growth projected for Laveen in the coming years, the situation will only get worse.

In addition, this is a shovel ready project that will add hundreds of construction jobs immediately as well as provide more jobs in the area once companies start coming to Laveen. (i.e. the hospital, retail etc.).

Comment noted.
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<td>Document Created: 5/24/2013 2:23:49 PM by Web Comment Form</td>
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<tr>
<td>1</td>
<td><strong>Michael Doromal</strong></td>
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<td>I am for the building of the loop 202. Laveen us underserved and we are in need of healthcare facilities as well as retail establishments. This has been voter approved 2 times and is already budgeted for. This will create jobs immediately and for the long term. In addition, this will make the access from the west valley to the south east valley so much easier and convenient.</td>
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1     MS. DOROMAL: Hi, good afternoon. My name is Lisa Doromal and I am a resident of Laveen and I am for the Loop 202 to bring sustainability to our community and have the hospital brought in, it is all contingent with the 202 being built. Thank you.

2     THE FACILITATOR: Thank you.

3     MR. DOROMAL: Good afternoon. My name is Michael Doromal, I’m also for the Loop 202. Laveen is an underserved community, there’s a lot of services and businesses that will come into Laveen once the 202 is built. The residents are looking for it. It’s been an option since the ’80s, so let’s get this freeway built.

4     Thank you.

5     THE FACILITATOR: Thank you.

6     Brian Stadnick.

7     MR. STADNICK: Yes, good afternoon. I’m Brian Stadnick, I’m a resident of Glendale, but I use the West Valley freeways extensively and I think it’s with the help to aid the traffic congestion in the I-10, plus I think that now is the perfect time to build this freeway. The contracting environment and the economy the way it is, I think there’s no time like the present to be able to build this thing for the cost savings of the public, so let’s get this thing built. Thank you.

Page 30

Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com
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3. **MR. DOROMAL:** Good afternoon. My name is Mike Doromal.

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From: Projects
To: ADOT
Subject: FW: South Mountain Freeway
Date: Friday, July 12, 2013 12:26:44 PM
Attachments: image001.png

Thank you,
Matthew Eberhart
Community Relations Officer
1855 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060

From: ROBERT DOTSON [mailto:rjd1@flash.net]
Sent: Friday, July 12, 2013 10:44 AM
To: Projects
Subject: South Mountain Freeway

South Mountain Freeway Study Team:

Attached please find my comment letter concerning the Draft Environmental Impact Study.

It’s my understanding that these comments will be included in the Final Environmental Impact Study.

Very truly yours,

Robert J. Dotson

(Comment codes begin on next page)
Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)

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

During construction of the proposed South Mountain Freeway, traffic would be maintained along Pecos Road to the greatest extent practicable, similar to the construction process on other highways, such as Price Freeway. However, there would be necessary restrictions and periodic closures that would force east-west traffic to use alternative routes other than Pecos Road. While this detour traffic would increase noise and air pollution along the alternative routes, this would be a short-term and temporary condition that would end when the freeway construction is completed (see Final Environmental Impact Statement page 4-90).

Although the region’s freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22).

Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.

The project team analyzed the belowground option, also called the depressed freeway option. The analysis indicated that depressing the freeway would increase the cost of construction and right-of-way acquisition, displace additional residences, create the need for additional pump stations and detention basins, and still need the installation of noise barriers. Because the belowground option would result in substantially greater costs and residential displacements, this option was eliminated from further study (see Final Environmental Impact Statement pages 3-15 and 3-18).
The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

Meteorological information was considered in the air quality analyses (Air Quality Assessment: South Mountain Freeway (SR 202L), dated March 1, 2013) conducted for the proposed action. Data from Maricopa County Air Quality Department and from the Gila River Indian Community monitoring station were compared with two, 1-month studies conducted during the winter of 2006 and the spring of 2007 along Pecos Road in the Study Area. According to the Arizona Department of Transportation, 2013, Air Quality Assessment South Mountain Freeway 202L Draft Report, review of wind data from the Gila River Indian Reservation Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows winds and stable atmospheric conditions, the wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns will tend to have a flow from the easterly component as the air flows from the east to the lower elevations along the Gila River. During the warmer hours with improved mixing, the flows typically follow the river channel and come from the north and northwest toward the south and southeast.

The Maricopa Association of Governments regional travel demand model forecasts approximately 10 percent truck traffic on the South Mountain Freeway in 2035 (see Final Environmental Impact Statement page 3-64). This percentage is similar to current conditions on Interstate 10 between Loop 101 and Interstate 17 and on U.S. Route 60. Noise modeling for the Draft and Final Environmental Impact Statements used this forecast truck traffic, with the model accounting for greater noise generation by trucks in the future (see Final Environmental Impact Statement page 4-88). Noise mitigation is designed for this predicted noise level, including the noise from trucks.

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The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Final Environmental Impact Statement). State Route 85 is currently being...
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<td>Reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.</td>
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<td>12</td>
<td>Alternatives In accordance with the National Environmental Policy Act, a range of reasonable action alternatives to carry forward for further analysis was determined through application of multidisciplinary criteria in a logical, step-wise progression. Alternatives were not disposed of or dismissed without a thorough evaluation using the multidisciplinary criteria outlined in the alternatives development and screening process presented in Chapter 3 of the Draft Environmental Impact Statement. The Preferred Alternative was the outcome to this process.</td>
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<td>Section 4(f) and Section 6(f) The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.</td>
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<td>15</td>
<td>Biology, Plants, and Wildlife</td>
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<td>16</td>
<td>Surface Water Drainage studies have been conducted; culverts would be maintained, and new culverts would be installed to maintain flows under the freeway (see Draft Environmental Impact Statement pages 3-58 and 4-101). Surface water could be altered from runoff drainage; seeding the disturbed soils with native vegetative species would help to minimize runoff and erosion. Best management practices associated with the project Stormwater Pollution Protection Plan would also help minimize runoff. To control construction-related pollution discharges to waters of the United States as defined in the Clean Water Act, the Arizona Department of Transportation would prepare erosion and sediment control plans, details, and specifications using best management practices from the Arizona Department of Transportation Erosion and Pollution Control Manual for Highway Design and Construction and the Arizona Department of Transportation Post-Construction Best Management Practices Manual for Highway Design and Construction.</td>
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<td>17</td>
<td>Groundwater If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner would be compensated by drilling a new well according to state regulations/standards. (See text box on Draft Environmental Impact Statement page 4-108.)</td>
</tr>
<tr>
<td>18</td>
<td>Purpose and Need, Old Plan or Use of Old Data The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.</td>
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Absolutely not on the Loop 202 South Mountain Freeway. I moved into the South Mountain community to enjoy the South Mountain Park and do not want this natural habitat ruined by vehicles, exhaust fumes, and accidents with the wildlife that live on the mountains. This is the last natural habitat in the city that you can go to get away from people and vehicles. If you take this away from us, then we will be forced to go outside of the city. This is a sanctuary away from the busy world and it's home to many wildlife that have a purpose.

I'm not seeing very much concern for the wildlife that call South Mountain their home. How will this freeway benefit them? We have taken and take from the wildlife and the environment and it's time that we stop being so greedy and leave well enough alone. This decision can't be all about humans taking more away from the wildlife. All animals are individuals and they have feelings and thoughts and they suffer the pain and the joy that we do. They are entitled and they deserve an opportunity to live. We must stop kicking animals out of their habitat or killing them because we perceive them to be in our way, and learn to co-exist with them.

NO on the Loop 202 South Mountain Freeway. I looked at homes on the south side of South Mountain and considered those because they were isolated from traffic. People who moved into that community did so because of the isolation. If they wanted to live by a freeway, they would have moved closer to it.

"The greatness of a nation and its moral progress can be judged by the way its animals are treated." Mahatma Gandhi

Dianne Douglas
2723 E Valencia Drive
Phoenix, AZ 85042
602-268-7065
ddouglass7@juno.com
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</tbody>
</table>
From: Dianne Douglas [mailto:Dianne.Douglas@asu.edu]
Sent: Friday, April 26, 2013 8:11 PM
To: Projects
Subject: Comment on Loop 202 South Mountain

I've tried several times on 2 different computers to submit comments on the Loop 202 South Mountain project and cannot get my comments to go through. When I hit submit, I get a message asking for me to fill in 'country'. I have selected the United States every time and still it will not let me submit.

This is my comment and information.

Absolutely not on the Loop 202 South Mountain Freeway. I moved into the South Mountain community to enjoy the South Mountain Park and do not want this natural habitat ruined by vehicles, exhaust fumes, and accidents with the wildlife that live on the mountains. This is the last natural habitat in the city that you can go to get away from people and vehicles. If you take this away from us, then we will be forced to go outside of the city. This is a sanctuary away from the busy world and it's home to many wildlife that have a purpose. All animals are individuals and they have feelings and thoughts and they suffer the pain and the joy that we do. They are entitled and they deserve an opportunity to live. We must stop kicking animals out of their habitat or killing them because we perceive them to be in our way, and learn to co-exist with them.

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Dianne Douglas
2723 E Valencia Drive
Phoenix, AZ 85042
602-268-7065
ddouglas7@juno.com

Confidentiality and Non-disclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/proposed information. Any unauthorized use, disclosure or distribution
From: Dianne Douglas [mailto:Dianne.Douglas@asu.edu]
Sent: Friday, May 24, 2013 9:14 AM
To: Projects
Subject: Comment on Loop 202 South Mountain

Absolutely not on the Loop 202 South Mountain Freeway. I moved into the South Mountain community to enjoy the South Mountain Park and do not want this natural habitat ruined by vehicles, exhaust fumes, and accidents with the wildlife that live on the mountains. This is the last natural habitat in the city that you can go to get away from people and vehicles. If you take this away from us, then we will be forced to go outside of the city. This is a sanctuary away from the busy world and it’s home to many wildlife that have a purpose.

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3. Biology, Plants, and Wildlife
4. Neighborhoods/Communities - Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
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<td>ADOT</td>
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<td>Subject:</td>
<td>FW: Comment on South Mountain</td>
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<tr>
<td>Date:</td>
<td>Thursday, June 27, 2013 1:20:20 PM</td>
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Thank you,
Felicia Beltran
Senior Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-319-7709
azdot.gov

From: Dianne Douglas [mailto:Dianne.Douglas@asu.edu]
Sent: Thursday, June 27, 2013 10:56 AM
To: Projects
Subject: Comment on South Mountain

Absolutely not on the Loop 202 South Mountain Freeway. I moved into the South Mountain community to enjoy the South Mountain Park and do not want this natural habitat ruined by vehicles, exhaust fumes, and accidents with the wildlife that live on the mountains. This is the last natural habitat in the city that you can go to get away from people and vehicles. If you take this away from us, then we will be forced to go outside of the city. This is a sanctuary away from the busy world and it’s home to many wildlife that have a purpose. All animals are individuals and they have feelings and thoughts and they suffer the pain and the joy that we do. They are entitled and they deserve an opportunity to live. We must stop kicking animals out of their habitat or killing them because we perceive them to be in our way, and learn to co-exist with them.

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Sincerely,
Dianne Douglas
2723 E Valencia Drive
Phoenix, AZ 85042

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| From: Felicia Beltran  
Senior Community Relations Officer  
1655 W Jackson St. MD 126F  
Phoenix, AZ 85007  
602-319-7709  
azdot.gov  
| To: Projects  
| Subject: FW: Comment on South Mountain  
| Date: Monday, June 24, 2013 8:47:29 AM  
| Thank you,  
Felicia Beltran  
Senior Community Relations Officer  
1655 W Jackson St. MD 126F  
Phoenix, AZ 85007  
602-319-7709  
azdot.gov  
| From: Dianne Douglas [mailto:Dianne.Douglas@asu.edu]  
| Sent: Monday, June 24, 2013 8:30 AM  
| To: Projects  
| Subject: Comment on South Mountain  
| Absolutely not on the Loop 202 South Mountain Freeway. I moved into the South Mountain community to enjoy the South Mountain Park and do not want this natural habitat ruined by vehicles, exhaust fumes, and accidents with the wildlife that live on the mountains. This is the last natural habitat in the city that you can go to get away from people and vehicles. If you take this away from us, then we will be forced to go outside of the city. This is a sanctuary away from the busy world and it’s home to many wildlife that have a purpose. All animals are individuals and they have feelings and thoughts and they suffer the pain and the joy that we do. They are entitled and they deserve an opportunity to live. We must stop kicking animals out of their habitat or killing them because we perceive them to be in our way, and learn to co-exist with them.  
NO on the Loop 202 South Mountain Freeway. I looked at homes on the south side of South Mountain and considered those because they were isolated from traffic. People who moved into that community did so because of the isolation. If they wanted to live by a freeway, they would have moved closer to it.  
"The greatness of a nation and its moral progress can be judged by the way its animals are treated." Mahatma Gandhi  
Sincerely,  
Dianne Douglas  
2723 E Valencia Drive  
Phoenix, AZ 85042  
| From: Dianne Douglas [mailto:Dianne.Douglas@asu.edu]  
| Sent: Monday, June 24, 2013 8:30 AM  
| To: Projects  
| Subject: Comment on South Mountain  
| Absolutely not on the Loop 202 South Mountain Freeway. I moved into the South Mountain community to enjoy the South Mountain Park and do not want this natural habitat ruined by vehicles, exhaust fumes, and accidents with the wildlife that live on the mountains. This is the last natural habitat in the city that you can go to get away from people and vehicles. If you take this away from us, then we will be forced to go outside of the city. This is a sanctuary away from the busy world and it’s home to many wildlife that have a purpose. All animals are individuals and they have feelings and thoughts and they suffer the pain and the joy that we do. They are entitled and they deserve an opportunity to live. We must stop kicking animals out of their habitat or killing them because we perceive them to be in our way, and learn to co-exist with them.  
NO on the Loop 202 South Mountain Freeway. I looked at homes on the south side of South Mountain and considered those because they were isolated from traffic. People who moved into that community did so because of the isolation. If they wanted to live by a freeway, they would have moved closer to it.  
"The greatness of a nation and its moral progress can be judged by the way its animals are treated." Mahatma Gandhi  
Sincerely,  
Dianne Douglas  
2723 E Valencia Drive  
Phoenix, AZ 85042  
| The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.  

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<td>Air Quality</td>
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<td>3</td>
<td>Biology, Plants, and Wildlife</td>
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<tr>
<td>4</td>
<td>Neighborhoods/Communities</td>
<td>Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)</td>
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To Whom it may concern,

I need to voice my family's strong opposition to the South Mountain Freeway. My wife and I have both grown up in and around the Ahwatukee area and Pecos Road has played a large role in our staying in this small community. We use Pecos in its current form regularly for running and biking. It is one on the reasons we are drawn to this area. A freeway will keep us from doing those things and damage the seclusion many in our community sought out in this area.

Besides our personal reasons we believe it is an ill conceived and outdated plan for the whole area. The proposed plan will create undue stress on the smaller streets and direct high volumes of traffic through school zones and residential areas (ex, Desert Vista/no 32nd street entrance). The plan is outdated and needs to be somewhere else. I don’t doubt Phoenix could benefit from a bypass freeway, but not where Pecos stands. It needs to be on GRIC land or further south. It is time Phoenix put together a new plan that isn’t based on drawings from 1985.

Thank You,
John and Kate Dowd
(members of PARC)

---

1. (Code: Comment Document) Neighborhoods/Communities
   - Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)

2. (Code: Traffic) Traffic
   - The study has considered concepts for parallel multiuse paths, however the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-68 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.

3. (Code: Alternatives) Alternatives
   - The determination to not include an interchange at 32nd Street was made in coordination with the City of Phoenix (see Figure 3-8 on page 3-15 of the Draft Environmental Impact Statement). The interchange would have required the displacement of over 100 homes and would have been located near an existing high school. The City recommended that, based on these impacts, the interchange be removed from the study. In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system, including the shift of access to Foothills Reserve and Calabrea from Pecos Road to Chandler Boulevard. The City study found no adverse effects on the local street system from the freeway (see Appendix 3-1 in the Final Environmental Impact Statement).

4. (Code: Purpose and Need, Truck Bypass) Purpose and Need, Truck Bypass
   - The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

5. (Code: Alternatives, Gila River Indian Community Alignment) Alternatives, Gila River Indian Community Alignment
I have lived in the valley since 1974 and have seen a lot of highway construction over the time. I have also seen a lot of re-doing the freeway construction to make it wider, add ramps, etc. Wouldn't it make sense to go out to connect to Loop w101? Then at a later date, build an addition to 71st ave or 59th ave? You know the east bound cars, semis going towards Tucson will use it no matter where it is located, so why not get them in the direction sooner and it would be nice to have less semis in the city limits on our roads. Also people in the east, south valley needing to go to sporting events, etc in the west valley will have a easier, less congested trip. Should be a toll road so that tax payers who do not use it dont have to pay for it.

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<td>The proposed project is part of the Regional Transportation Plan for the Maricopa County region. In 2004, the voters of Maricopa County approved the Regional Transportation Plan and the extension of a half-cent sales tax to fund its projects, including the proposed freeway. Tolls would not be involved.</td>
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**TELEPHONE CONVERSATION RECORD**  
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

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<th>TIME</th>
<th>CALLER</th>
<th>CALLER ADDRESS</th>
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<tbody>
<tr>
<td>05/13/13</td>
<td>2:15 PM</td>
<td>BERNIE DOYAL</td>
<td>9486 E. MONTEBELLO, SCOTTSDALE, AZ 85250</td>
<td>480-362-3847</td>
<td></td>
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**CALLER REMARKS/QUESTIONS:**  
I approve of the South Mountain Freeway.
From: Stephen Drake [mailto:sdrake@optimafr.com]
Sent: Friday, May 17, 2013 9:16 PM
To: Projects
Subject: 202

We support the 202 and on tribal land if possible!

Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.
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|      | **TELEPHONE CONVERSATION RECORD**  
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**  
**INCOMING CALL**  
**DATE:** 5/17/23  
**INCOMING CALL TIME:** 10:42 AM  
**CALLER:** GARY DRAKE  
**CALLER ADDRESS:** CHANDLER, AZ  |

**CALLER REMARKS/QUESTIONS:**

I live in Cooper Commons in Chandler and I approve, I support the South Mountain Freeway project. Thank you.

**EMAIL:**

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Please don’t build the highway on Pecos road it will ruin our value of homes and the air will HAVE TOXINS IN IT FROM THE TRAFFIC! WE DON’T NEED TRUCKS TRAVELING THRU CARRYING DANDEROUS MATERIALS!

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<td>1</td>
<td>Alice Driscoll</td>
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<td>Document Created: 7/17/2013 7:16:53 PM by Web Comment Form</td>
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The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

2. Economics, Socioeconomics

A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138–47; “Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor”). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.

3. Air Quality

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

4. Hazardous Materials
From: [mailto:erika_travis@cox.net]
Sent: Monday, May 20, 2013 5:58 AM
To: Projects
Subject: vote

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

Attention to: study team panel

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

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

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

- 64.3% of likely voters in Maricopa County support construction of this freeway
- In a separate study, also commissioned by We Build Arizona, 59% of likely voters in Ahwatukee and Laveen Support this freeway as well.
- It is time to end the commuter traffic jams and congestion we experience not having easy access to the freeway and connection of the East/West Valley.
  - If we don’t build the South Mountain freeway, traffic in the region will get much worse over the next two decades. According to ADOT’s own study:
    - Traffic on the I-10 between Ahwatukee and Goodyear will grow 28% 
    - Another 100,000 cars will use Broadway Curve each day
    - Another 38,000 cars will jam the Tunnel every day
    - Morning and evening commute times will increase 39% to 82%
    - Traffic congestion on city streets will increase 40%
    - The same report indicates the project will also reduce air pollution by reducing the time vehicles spend stuck in traffic
  - The project will create 30,000 jobs during the five to six year construction period and result

(Comment codes begin on next page)
in a $2Billion investment in the Phoenix-area economy.

- The money to build the freeway is in the budget, it was voted on and approved TWICE (1985 & 2004 respectively), we voted for the 1/2cent tax increase in 2004 to support the build.
- There is no more important project to the area's commuters and workers than the South Mountain Freeway project. Please vote to Build IT NOW!

Please consider the following request when making your YES vote:

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

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

Sincerely,
Erika

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The Arizona Department of Transportation plans to use rubberized asphalt on the proposed South Mountain Freeway. Rubberized asphalt would be used as the top level of paving; it is discussed on Final Environmental Impact Statement page 4-99 and in the sidebar on page 4-100. Studies show that rubberized asphalt, on average, reduces noise levels by about 4 A-weighted decibels, which is a noticeable reduction. The noise analysis completed for the Final Environmental Impact Statement does not include a reduction for rubberized asphalt because the Federal Highway Administration does not currently allow such a reduction. So, the actual noise levels along the freeway may be as much as 4 A-weighted decibels lower than the mitigated noise levels shown in the Final Environmental Impact Statement because of the additional reduction provided by the rubberized asphalt.
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<td>TIME</td>
<td>5:26 PM</td>
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<tr>
<td>CALLER</td>
<td>GARY DROWN</td>
</tr>
<tr>
<td>CALLER ADDRESS</td>
<td>12816 N. 15TH AVENUE, PHOENIX, AZ 85029</td>
</tr>
<tr>
<td>PHONE</td>
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CALLER REMARKS/QUESTIONS:
I support...I support the South Mountain Freeway.

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**INCOMING CALL**

**DATE:** 7/23/13  
**TIME:** 6:27 PM

**CALLER:** MELBY DU BACH  
**CALLER ADDRESS:** 14441 WEST WINWARD AVENUE, GOOD YEAR, ARIZONA 85395  
**PHONE:** 623-535-4046  
**EMAIL:**

**CALLER REMARKS/QUESTIONS:**

Yes, I'm calling to support the freeway that goes along Pecos by Ahwatukee and then connects to I-10. It's been voted on and agreed to and I think it should get started. Again, I support this freeway being built. Feel free to give me a call if you have any questions. Bye, bye.

**Note:**

Comment noted.

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ADOT,

As I am unable to attend the public meeting scheduled for May 21st, I have attached my letter commenting on the proposed South Mountain Truck Bypass.

George R. Duganz
PARC
Phoenix, Az.

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

-----Original Message-----
From: gdugan2@netzero.net [mailto:gdugan2@netzero.net]
Sent: Friday, May 17, 2013 3:19 PM
To: Projects
Cc: PARCtheSMF@aol.com
Subject: Letter Commenting on DEIS for South Mountain Truck Bypass

ADOT,

As I am unable to attend the public meeting scheduled for May 21st, I have attached my letter commenting on the proposed South Mountain Truck Bypass.

George R. Duganz
PARC
Phoenix, Az.

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ADOT

RE: South Mountain Diesel Truck Bypass DEIS

I arrived in Phoenix in August, 1964 to attend Arizona State University. Besides living in southern California for 6 months in 1971, I have lived in Phoenix since then. In 1964, things were very different in terms of transportation corridors. The Black Canyon Freeway (I-17) was the only existing freeway. There was an underpass built under I-17 at the Durango curve to accommodate the coming extension of I-10. It should have remained there. By moving it through central Phoenix and having the loop 202 and highway 51 inter change, ADOT/MAG have created one of the worst bottlenecks in America.

As metropolitan Maricopa County grew, the first new freeway opened was I-10 from the Sky Harbor Airport area south towards Tucson. State route 60 going east through Tempe was next. At that point, ADOT created the first traffic nightmare in the making – what is commonly referred to as the Broadway curve, as if the curve in the road is what is creating the terrible rush hour congestion. It was about then that the public noticed that we could have a coming congestion problem similar to what was occurring in southern California. What was said by ADOT then was “don’t worry – we will learn from their mistakes and that will not happen here”. Really?

By now, anyone who drives on urban freeways understands that besides sheer volume, two biggest causes of congestion are interchanges and lane changing. A half interchange is just as bad as a full interchange. The engineering at the I-10, State 60, and the State 143, with entrances and exits at Baseline and Broadway roads is abysmal. Nothing will ever fix this mess, including building the South Mountain Truck Bypass. On the western side of this truck bypass, ADOT/MAG want to build another half interchange halfway between the I-10/101 half interchange and the I17/I10 interchange just about 5 miles in each direction. During rush hour the congestion on the I-10 from the I17 to the 101 is terrible already. ADOT’s own study group recommended that the western leg of this truck bypass should meet at the I10/I101 half interchange. This simple commonsense recommendation has been ignored. Why? Perhaps because of the desire to accommodate a Phoenix city councilman’s demands for a hospital and additional business development in Laveen? I do not remember anything about a hospital and business development when voting to increase sales taxes to improve transportation in Arizona.

In the mid 1980’s, the citizens of Arizona were told that we need to spend more money to fix these problems – a 20 year increase in sales taxes. MAG then became involved. Years later, a second request was made for even more money to fix the transportation problems. Twice now the citizens of Arizona have voted to give ADOT/MAG BILLIONS of dollars to improve the transportation issues in Maricopa County and what do we have? A foolish proposal to spend $100 million PER MILE to build a truck bypass south of the Phoenix metro area that they say will perhaps make the congestion and pollution problems better. At least 2 BILLION DOLLARS for twenty two miles of truck bypass. There aren’t words to describe this proposal.

ADOT has already spent over $20 million creating the recently released Draft EIS. This is criminal. Now they are spending untold amounts of taxpayer dollars advertising their meetings to sell this proposal to the public, providing free transportation and parking and...
who knows what else, full well knowing that technically the Draft EIS can not support itself. They say that this truck bypass will reduce air pollution in the Broadway curve area. They then say that they don’t know what it will do to the pollution in the Ahwatukee foothills area since the truck bypass is not there yet. They say that they don’t know about the volume of trucks burning high sulfur Mexican diesel fuel that will pass by Ahwatukee and through west central Phoenix, even though the number of trucks passing through the Nogales port of entry are counted every day. All this truck bypass will do is possibly shift the air pollution from one area to two other areas. The possibility of a hazmat disaster right next to Ahwatukee is not even considered in this DEIR. How would the thousands of residents get out in time with something like a chlorine spill? They would not be able to escape. When ADOT built I-10 through the middle of the Gila River Nation’s reservation years ago, many promises were made, but not kept. This is one reason that the GRIC does not trust working with ADOT at this point in time. The South Mountain has tremendous cultural and religious meaning to the Gila nation – it is called Muhadagi Doog. Yet ADOT/MAG sees no problem blasting away the western end of the mountain for its truck bypass. There are laws protecting the Phoenix North Mountain preserve, but I guess the Gila Nation’s religious site does not matter when it comes to building a truck bypass. This South Mountain Truck Bypass is a total disaster in the making, from the sheer financial cost to the increased pollution problems to the trampling of the Gila Nation’s culture. It is nothing more than ADOT listening to the trucking industry instead of watching out for the best interests of the citizens of Phoenix and Maricopa County. It should be immediately scrapped and the money spent on a truck bypass along the I-8/State route 85 corridor well west of metro Phoenix.

George R. Duganz
PARE
Phoenix, Az.

3  Air Quality

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

4  Trucks

The Draft Environmental Impact Statement describes a decade-long consultation and coordination effort led by the Arizona Department of Transportation and the Federal Highway Administration with the Gila River Indian Community and other Native American tribes. As a result of the consultation, the cultural importance of the South Mountains is acknowledged in the Draft Environmental Impact Statement in several locations, notably page 5-26. The proposed project would accommodate and preserve (to the fullest extent possible from the available alternatives) access to the South Mountains for religious practices.

Section 106 of the National Historic Preservation Act requires a government-to-government relationship between the Federal Government and Indian tribes as described beginning on page 6-140 of the Final Environmental Impact Statement. Section 106 requires federal agencies take into account the effects of their undertakings on historic properties and requires consultation with tribal authorities. Consultation has occurred with Gila River Indian Community government officials, the Tribal Historic Preservation Officer, the Cultural Resource Management Program, other tribes, and the State Historic Preservation Office and has led to concurrence from the Gila River Indian Community Tribal Historic Preservation Office and the State Historic Preservation Office on National Register of Historic Places eligibility recommendations (including traditional cultural properties like the South Mountains), project effects, and proposed mitigation and measures to minimize harm. This consultation has been ongoing and will continue until any commitments in a record of decision are completed.

The section entitled Title VI and Environmental Justice, beginning on page 4-29 in the Draft Environmental Impact Statement, presents acceptable methods, data, and assumptions to assess the potential for disproportionately high and adverse effects from the proposed action on environmental justice populations and disparate impacts to populations protected under Title VI. Based on the content of the section, no such effects would result from the action alternatives.

In light of comments received on the Draft Environmental Impact Statement, the above-referenced conclusions were confirmed in the preparation of the Final Environmental Impact Statement. To provide further clarity, the discussions of environmental justice and Title VI were separated and additional text explaining the relationship of environmental justice and Title VI to various environmental elements was added throughout Chapter 4, Affected Environment, Environmental Consequences, and Mitigation, as exemplified by the inserted text on page 4-29 of the Final Environmental Impact Statement.

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

Section 4(f) and Section 6(f)

The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other “loop” freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. The State Route 85/Interstate 8 Alternative was evaluated for the proposed project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.
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<tr>
<td>ADOT,</td>
<td>I e-mailed this letter to</td>
<td>your e-mail address 2 weeks ago and received no response. As to if you ever received it, so I want to mail it to you in case you did not receive the e-mail.</td>
</tr>
<tr>
<td>George R. Docter</td>
<td>3450 E. Ash St.</td>
<td>Phoenix, AZ 85018</td>
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</table>
ADOT

RE: South Mountain Diesel Truck Bypass

I arrived in Phoenix in August, 1964 to attend Arizona State University. Besides living in southern California for 6 months in 1971, I have lived in Phoenix since then. In 1964, things were very different in terms of transportation corridors. The Black Canyon Freeway (I-17) was the only existing freeway. There was an underpass built under I-17 at the Donero curve to accommodate the coming extension of I-10. It should have been extended there. By moving it through central Phoenix and having the loop 202 and highway 51 inter change, ADOT/MAG have created one of the worst bottlenecks in America.

As metroplitan Maricopa County grow, the first new freeway opened was I-10 from the Sky Harbor Airport area south towards Tucson. State route 10 going east through Tempe was next. At that point, ADOT created the first traffic nightmare in the making—what is commonly referred to as the Broadway curve, as if the curve in the road is what is creating the terrible rush hour congestion. It was about then that the public noticed that we could have a coming congestion problem similar to what was occurring in southern California. What was said by ADOT then was “don’t worry – we will learn from their mistakes and that will not happen here”. Really? By now, anyone who drives on urban freeways understands that besides sheer volume, two biggest causes of congestion are interchanges and lane changing. A half interchange is just as bad as a full interchange. The engineering of the I-10, State 60, and the State 143, with entrances and exits at Baseline and Broadway roads is obtrusive. Nothing will ever fix this mess, including building the South Mountain Truck Bypass. On the western side of this truck bypass, ADOT/MAG wants to build another half interchange halfway between the I-10/State 101 half interchange and the I-17/101 interchange just about 5 miles in each direction. During rush hour the congestion on the I-10 from the I-17 to the I-10 is terrible already. ADOT’s own study group recommended that the western leg of this truck bypass should meet at the I-10/101 half interchange. This simple commonsense recommendation has been ignored. Why? Perhaps because of the desire to accommodate a Phoenix city councilman’s demands for a hospital and additional business development in Laveen? I do not remember anything about a hospital and business development when voting to increase sales taxes to improve transportation in Arizona.

In the mid 1980’s, the citizens of Arizona were told that we need to spend more money to fix these problems – a 20 year increase in sales taxes. MAG then became involved. Years later, a second request was made for even more money to fix the transportation problem. Twice now the citizens of Arizona have voted to give ADOT/MAG BILLIONS of dollars to improve the transportation issues in Maricopa County and what do we have? A foolish proposal to spend $100 million PER MILE to build a truck bypass south of the Phoenix metro area that they say will perhaps make the congestion and pollution problems better. At least 3 BILLION DOLLARS for twenty two miles of truck bypass. There aren’t words to describe this proposal.

ADOT has already spent over $20 million creating the recently released Draft EIS. This is criminal. Now they are spending untold amounts of taxpayer dollars advertising their meetings to sell this proposal to the public, providing free transportation and parking and
who knows what else, full well knowing that technically the Draft EIS can not support itself.
They say that this truck bypass will reduce air pollution in the Broadway curve area.
They then say that they don’t know what it will do to the pollution in the Ahwatukee foothills area since the truck bypass is not there yet. They say that they don’t know about the volume of trucks burning high sulfur Mexican diesel fuel that will pass by Ahwatukee and through west central Phoenix, even though the number of trucks passing through the 
Nogales port of entry are counted every day. All this truck bypass will do is possibly shift the air pollution from one area to two other areas. The possibility of a hazmat disaster right next to Ahwatukee is not even considered in this DEIS. How would the thousands of residents get out in time with something like a chlorine spill? They would not be able to escape.
When ADOT built I-10 through the middle of the Gila River Nation’s reservation years ago, many promises were made, but not kept. This is one reason that the GRIC does not trust working with ADOT at this point in time. The South Mountain has tremendous cultural and religious meaning to the Gila nation – it is called Muhudadi Doog. Yet ADOT/MAG saw no problem blowing away the western end of the mountain for its truck bypass. There are laws protecting the Phoenix North Mountain preserve, but I guess the Gila Nation’s religious site does not matter when it comes to building a truck bypass.
This South Mountain Truck Bypass is a total disaster in the making, from the sheer financial cost to the increased pollution problems to the trampling of the Gila Nation’s culture. It is nothing more than ADOT (listening to the trucking industry) instead of watching out for the best interests of the citizens of Phoenix and Maricopa County. It should be immediately scrapped and the money spent on a truck bypass along the I-10/State route 85 corridor well west of metro Phoenix.

George R. DuBose
PARC
Phoenix, Az.

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<td>3</td>
<td>Air Quality</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.</td>
</tr>
<tr>
<td>4</td>
<td>Trucks</td>
<td>The Draft Environmental Impact Statement describes a decade-long consultation and coordination effort led by the Arizona Department of Transportation and the Federal Highway Administration with the Gila River Indian Community and other Native American tribes. As a result of the consultation, the cultural importance of the South Mountains is acknowledged in the Draft Environmental Impact Statement in several locations, notably page 5-26. The proposed project would accommodate and preserve (to the fullest extent possible from the available alternatives) access to the South Mountains for religious practices. Section 106 of the National Historic Preservation Act requires a government-to-government relationship between the Federal Government and Indian tribes as described beginning on page 4-140 of the Final Environmental Impact Statement. Section 106 requires federal agencies take into account the effects of their undertakings on historic properties and requires consultation with tribal authorities. Consultation has occurred with Gila River Indian Community government officials, the Tribal Historic Preservation Officer, the Cultural Resource Management Program, other tribes, and the State Historic Preservation Office and has led to concurrence from the Gila River Indian Community Tribal Historic Preservation Office and the State Historic Preservation Office on National Register of Historic Places eligibility recommendations (including traditional cultural properties like the South Mountains), project effects, and proposed mitigation and measures to minimize harm. This consultation has been ongoing and will continue until any commitments in a record of decision are completed. The section entitled Title VI and Environmental Justice, beginning on page 4-29 in the Draft Environmental Impact Statement, presents acceptable methods, data, and assumptions to assess the potential for disproportionately high and adverse effects from the proposed action on environmental justice populations and disparate impacts to populations protected under Title VI. Based on the content of the section, no such effects would result from the action alternatives. In light of comments received on the Draft Environmental Impact Statement, the above-referenced conclusions were confirmed in the preparation of the Final Environmental Impact Statement. To provide further clarity, the discussions of environmental justice and Title VI were separated and additional text explaining the relationship of environmental justice and Title VI to various environmental elements was added throughout Chapter 4, Affected Environment, Environmental Consequences, and Mitigation, as exemplified by the inserted text on page 4-29 of the Final Environmental Impact Statement.</td>
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<td>Hazardous Materials</td>
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<td>Environmental Justice/Lifestyle</td>
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Section 4(f) and Section 6(f)
The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

Cultural Resources

Alternatives
The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other "loop" freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. The State Route 85/Interstate 8 Alternative was evaluated for the proposed project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.
Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov

-----Original Message-----
From: gdugan2@netzero.net [mailto:gdugan2@netzero.net]
Sent: Tuesday, July 09, 2013 3:20 PM
To: Projects
Cc: PARCtheSMF@aol.com
Subject: HEAT ISLAND CREATION IN PHOENIX

ADOT,

Much has be said about the heat island that all of the concrete and steel has created in the Phoenix
Metro area in the last decade. The result is nighttime temperatures that stay in the 90 + degree range
all summer. As a result, we get more dust storms than rain storms anymore. When a real monsoon
rainstorm finally manages to force itself into the metro area, it is so severe that extreme damage from
micro bursts occurs. Building a concrete and steel band a couple of hundred feet wide that runs 20
miles along the entire south side of our metropolitan area will be the final straw that will cause the
monsoon storms to never enter our area - the rain will continue to stop just north of Casa Grande and
our low temperatures will soon remain over 100 degrees overnight all summer long. How do you plan to
"mitigate" for that in building your diesel truck bypass freeway?

George R. Duganz
PARC
Lakewood

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

1 Heat Island
As buildings, parking lots, roads, and other infrastructure replace open land and
vegetation, an urban heat island may result. The heat island effect is of a regional
nature and, therefore, there is no requirement to analyze potential impacts and
no possibility of determining the localized contribution at the project level to the
regional heat island effect. It is likely, however, that a proposed project such as the
South Mountain Freeway would be a minor contributor to the overall issue.

2 Purpose and Need, Truck Bypass
The Arizona Department of Transportation and Federal Highway Administration
identified several issues and concerns that were frequently noted by commenters.
Responses to these issues can be found in the Responses to Frequently Submitted
Public Comments beginning on page B733 of this appendix.
MR. DUGAN: Regarding the Draft Environmental Impact Statement, the original plan, over 30 years ago, envisioned this freeway as a four-lane commuter freeway, below grade, minimizing noise and air pollution. The original developer, Charles Keating, donated land for this when Lakewood was built.

ADOT changed, as recently as four years ago, to an eight-lane super diesel truck bypass freeway for the trucking industry, not for the residents.

This DEIS, that ADOT has spent over $20 million for, is a fraudulent study to justify this, not analyze it, analyze the impact.

It will be destroying over 200 homes, a church, wellheads, and the lifestyle of Ahwatukee Foothills and Lakewood. The proof is ADOT always planned this by offering, over three years ago, before this DEIS was even released, to buy a church and buying up homes and properties.

The cost of this fiasco will be over $100 million per mile. And that is minimal, before ADOT has to mitigate problems not even yet encountered. It’s the most expensive freeway ever built in America.

It will do nothing more than move air pollution, not reduce it.

ADOT engineering, over the past 30 years, has been awful, blowing billions of dollars of taxpayer money. Their
1 planning on freeways such as the I-10, 61, 43 interchange and
2 the I-10, 202, 51 freeways in downtown Phoenix are witness to
3 this fact.
4 Thank you.
TELEPHONE CONVERSATION RECORD  
SOUTH MOUNTAIN FREEWAY INFORMATION LINE  

INCOMING CALL  
DATE: 7/24/13  
TIME: 11:11 AM  

CALLER: VALERIE DUGGAN & WILFRED BELLEVILLE  
ADDRESS: 3115 WEST BELMONT, PHOENIX, ARIZONA 85051  
PHONE: 602-864-1212  
EMAIL:  

CALLER REMARKS/QUESTIONS:  
Two voters in our family live here. We both would like to see the freeway go through. It's a yes vote for us. Thank you very much.

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eight lanes of traffic. Also, I think economically it would be bad for Phoenix, because when you create more and more large interstates going in and out of a major city, you encourage urban sprawl, which takes a lot of money outside of the center of Phoenix and distributes it to make it wider and wider and wider urban sprawl, which Phoenix already has quite a bit. And that's all I wanted to say. Thank you.

THE FACILITATOR: Thank you.

For those of you who may not have heard, the last bus is leaving in about three minutes for all destinations out there.

Cheryl Dumpert.

Cheryl, could I ask you to use this microphone, please. Thank you.

MS. DUMPERT: Hello, my name is Cheryl Dumpert and I'm a member -- I live in Ahwatukee, I've lived there since 1990. I'm an avid hiker and I helped extend the parking at the Telegraph Pass parking lot. I'm a member of several hiking groups with thousands of members that hike South Mountain regularly.

Have you ever had a slice of pie, maybe just a sliver, but oh, it's so good, you want another and then another, and before you know it, you've eaten the whole...
pie? Well, think of South Mountain like that. Just one sliver today and maybe another sliver tomorrow and before you know it, the whole park is eaten up by miles and miles of freeways.

You know, you never hear of the City of New York cutting into the Central Park, do you? Not at all. As you can tell, I'm rather upset about this. Have you ever hiked South Mountain? It's quiet, you hear the coyotes, you see the cacti, and you hear the lizards -- excuse me, you see the lizards. We can't experience that on a freeway. Why don't we demand other alternates like light-rail expansion; gridlocked cities do and they do it really well. When can you take the light rail to a baseball game from South Mountain? Never. You have to drive miles to actually get on the light rail.

Arizona destroys and builds. What will be left for future generations? I ask you, have you ever hiked or experienced South Mountain trails? To be a part of this decision, you must make it a point to experience the beauty, to hear the quietness. Have you been there when there's a no-drive Sunday, when there are no cars allowed on South Mountain trails? It's quiet, it's peaceful, and it's even more incredible than any other day of the week.

And honestly, as a member of the Ahwatukee community, I have heard very little about this. I live... 

### Alternatives, Nonfreeway Alternatives

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

Noise impacts on Phoenix South Mountain Park/Preserve were considered; however, the type of adjacent land uses and proximity of sensitive areas within the park did not qualify for mitigation based on the Arizona Department of Transportation Noise Abatement Policy (see page 4-88 in the Final Environmental Impact Statement for more information on the policy).
within a mile of the I-10, I read about it today in the newspaper, very last-minute notice. I think you need to give more people an opportunity to hear about this. Obviously, there's more meetings that will be held for more speaking opportunities, and I'm going to be back and I'm going to bring friends.

As far as the polling, I haven't been polled, I haven't seen signs on the hiking trails to notify my other hiking friends about these changes. South Mountain, like other people have said, it's a beautiful place and it's very passionate to us hikers, so please don't cut into it. It's not a piece of pie. Thank you.

THE FACILITATOR: Thank you.

It is now 8:00 p.m. This concludes the Loop 202 South Mountain public hearing. Thanks to everyone for your participation and your support throughout the day. Have a good evening.

(The proceedings concluded at 8:00 p.m.)

Given the complexity, importance, and level of public interest in the Draft Environmental Impact Statement, a key component of the public outreach process was providing detailed information to members of the public—before release of the Draft Environmental Impact Statement—about how they could participate in the Draft Environmental Impact Statement review and comment process. This campaign began 30 days prior to the Draft Environmental Impact Statement release and focused on informing the public of the upcoming Draft Environmental Impact Statement release and described opportunities for participation and input (see text beginning on page 6-23 of the Final Environmental Impact Statement).

The public hearing for the Draft Environmental Impact Statement was held on May 21, 2013, at the Phoenix Convention Center from 10 a.m. to 8 p.m. The public hearing's main purposes were to present findings of the Draft Environmental Impact Statement and to obtain public testimony or comment on the Draft Environmental Impact Statement. Notification for this event was distributed in the following ways:
- media alert
- press releases
- direct mail to approximately 87,000 residences and businesses in the Study Area
- newspaper display notices in the Ahwatukee Foothills News, Arizona Informant, Arizona Republic, East Valley Tribune, La Voz, and West Valley View
- Web site banner ads displayed by the Ahwatukee Foothills News, Arizona Republic, West Valley View, and the East Valley Tribune
- radio advertising with 25 spots each on KESZ-FM, KMXP-FM, KNIX-FM, KGME-AM, and KFYI-AM

No public vote was held as part of the Draft Environmental Impact Statement review process. Members of the public were encouraged to participate and submit their comments on the Draft Environmental Impact Statement during the 90-day comment period.

The proposed Loop 202 South Mountain Freeway has been a critical part of the Maricopa Association of Governments’ Regional Freeway and Highway System since it was first included in funding approved by Maricopa County voters in 1985. It was also part of the Regional Transportation Plan funding passed by Maricopa County voters in 2004 through Proposition 400.
1 you to reconsider the plan to build a freeway with so much impact on South Mountain Park.
2 THE FACILITATOR: Thank you.
3 Max Dunlap.
4 MASTER DUNLAP: Hello, my name is Max Dunlap and this freeway would help us because we could travel a lot faster, because probably now it would take about 30 minutes to get around the mountain. We would have a lot more things and wildlife, even though it could lose some space. It would have -- we could just move all the extra we have from the mountain, and just put it on another side and all the animals would have all the space they already did have.
5 And, well, it's also that we have so much traffic that a lot of extra smog goes into the air and with this freeway less smog would go into the air, which means less pollution. And a lot of more happy people that can just travel from place to place.
6 THE FACILITATOR: Thank you.
7 Julie Dunlap.
8 MS. DUNLAP: Thank you for listening to our concerns. I live in Laveen, and we've lived there for going on eight years. And we purchased our home...
with the intention that the freeway had been approved. So we really struggle with being able to get to the places that we need to get to, particularly having a, you know, young son. We don't have the resources that we need. So we just really want to stay in Laveen. We want Phoenix and the Laveen area to stay liveable, but without the freeway, we're stuck in traffic. We can't get the hospital, the resources and things that we need without it.

So we just encourage moving forward with the plan for the freeway. Thank you.

THE FACILITATOR: Thank you.

Lindsey Bateman.

An announcement, please. The last bus will be running in about five minutes, at 7:30, for all destinations, orange, green, and blue, routes 1, 2, and 3.

MR. BATEMAN: Just talk? All right.

THE FACILITATOR: Are you Lindsay?

MR. BATEMAN: I'm Lindsay Bateman. I'm just here to support the South Mountain Freeway. I'm a resident of Laveen. And I'm just looking forward the economic development open to our area, and really relieve the congestion on the surface streets. And

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<td>THE FACILITATOR: Thank you.</td>
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<td>Master Dunlap.</td>
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<td>THE FACILITATOR: Thank you.</td>
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<td>Julie Dunlap.</td>
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**TELEPHONE CONVERSATION RECORD**  
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

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<th>INCOMING CALL DATE</th>
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<tr>
<td>05/13/13</td>
<td>2:38 PM</td>
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**CALLER:**  
MICHAELE DUNN  
CALLER ADDRESS:  
299 E. PHILPS STREET, GILBERT, AZ 85295  
PHONE:  
EMAIL:  

**CALLER REMARKS/QUESTIONS:**  
I am in support of the South Mountain Freeway. Thank you.
From: Rusty Duplessis [mailto:rusty@bobpooch.com]
Sent: Monday, July 22, 2013 8:16 PM
To: Projects
Subject: South Mountain Freeway

Here are my comments regarding the freeway. I read a good portion of the draft plan, but may have missed some of the points, so if they were addressed, some of these comments may not be relevant.

- This freeway is sorely needed. As John McCain might say, "build the dang freeway."
- Cutting through some of the ridges of South Mountain may actually be a benefit. This could make the drive more scenic. I actually like the idea of driving through bluffs to get to the other side of the metro area. Freeways and highways all over the country are like this. As for it being sacred to the Indians, they could make that claim for every square mile of the country, but the fact of the matter is that they don't own that land.
- For those of us connecting to Loop 101 on the west side, I think it would be beneficial for this freeway to connect directly to Loop 101 rather than having to travel on I-10. I also think that trucks using this route as a bypass should connect to I-10 as far west as possible. To me, it makes more sense, even though it is a few additional miles of freeway.
  - I know there are projections of future volume, but I don't recall anything indicated that additional lanes could be added at a later date. Three lanes plus HOV in each direction will not be enough within a few years after the freeway's construction (see the Santan Freeway as an example).
  - Building I-11 from Casa Grande to Las Vegas could further divert truck traffic, perhaps forestalling congestion on this freeway.
  - The Gila River Indians have finally indicated that no further votes will occur. Fortunately, you had already disregarded any route through their reservation. To me, everything that has occurred appears to be stall tactics.

Thank you,

Rusty Duplessis
TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREeway INFORMATION Line

INCOMING CALL
DATE: 5/16/13
TIME: 2:32 PM

CALLER: ANTHONY DURAN
CALLER ADDRESS: 7922 WEST GLOBE AVENUE, PHOENIX, AZ 85043
PHONE: 623-505-7264

CALLER REMARKS/QUESTIONS:
I support the South Mountain Freeway being built. Thank you.

Comment noted.
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|      | **TELEPHONE CONVERSATION RECORD**  
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**  
**INCOMING CALL**  
DATE: 6/11/13  
TIME: 4:24 PM  
CALLER: LISA DURAN  
ADDRESS: EL MIRAGE, ARIZONA |
|      | **CALLER REMARKS/QUESTIONS:**  
Hi, and I just want to say that I'm in support of the freeway that you're proposing. Thank you. |

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

-----Original Message-----
From: Durham [mailto:zdurham@cox.net]
Sent: Monday, July 15, 2013 3:18 PM
To: Projects
Subject: Additional comment on the South Mountain Freeway

Additional comment on the South Mountain Freeway:

Real estate was sold along that path for years with the signed agreement by the buyer that the
property was in a transportation path. For the cost of destroying and building a freeway through that
area, a truck route could be developed through Gila Bend to I10. The developing plan for rail service
between Phoenix and Tucson needs additional comment.

Car wrecks backup traffic daily. Alternative lanes for trucks only are not being developed. The bottom
line is hold fast on signed agreements, develop cheaper cross state routes, develop rail alternatives, and
tell greedy developers we have enough housing, gas distributors, mini marts, etc., south of South
Mountain. Destroying beautiful areas in trade for inefficient transportation routes and leeching
developments just doesn't fly. Was the melon truck driver cited?

Mike Durham
7-15-2013

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

The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Final Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.

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

Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
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<td>7/10/13</td>
<td>3:42 PM</td>
<td>DUSTIN</td>
<td>602-475-6057</td>
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**CALLER REMARKS/QUESTIONS:**
Hello, the construction on the 202 to the 67th Avenue and 63rd Avenue I'm just calling to oppose it. To let you know if this goes through I will lose my job, my house, my kids won’t have food. I just really would not allow this to go through so if you get this message please call me back so I can talk to somebody, I do not want this to happen so give me a call back. Bye.

**RESPONSE:**
I spoke with Dustin on Friday, July 19 at 12:30 p.m. Dustin works for the Country Garden Charter School and has serious concerns about the future of the school given the proposed plans for the South Mountain Freeway. Dustin had attended one of the public meetings where the design staff reassured him that the preferred alignments do not put the Country Gardens Charter School in jeopardy. Dustin did not trust this response and requested a letter in writing from ADOT stating that Country Gardens will not be acquired and demolished for the freeway. I spoke with Reggie Ronaldo from ADOT Right-of-Way and although Reggie said he did not have the authority to approve such a letter, Reggie felt that it would not be appropriate at this time because we are not in the design phase yet. Reggie explained that current plans show that the school will not be affected, although a small portion of their land may be needed (at this time he couldn’t elaborate on how much or where). I explained this to Dustin on Monday, July 22 at 12 p.m. and Dustin reiterated his frustration and that his interpretation of this response means there is no guarantee his school won’t be bulldozed to the ground. I encouraged him to continue to stay engaged in the process and reminded him we still had a ways to go before any design is finalized and construction begins.

Jessica Amend
HDR/InfraConsult

---

**Code** | **Issue** | **Response**
---|---|---
1 | Acquisitions and Relocations | The alignment of the W59 Alternative had not been changed in the area of the Country Garden Charter School. The freeway would not directly affect the school, but would run just east of the school. Design of each action alternative, while completed to an equivalent level, is still preliminary and subject to change because designs would be further refined. The Arizona Department of Transportation would work with businesses during the design phase to identify ways to minimize property impacts that allow the business to continue operations.
Thanks for the opportunity to submit comments. I have one concern that is not addressed in the study:

Pecos Road is a primary path for cycling in the Phoenix area. The South Mountain Freeway’s Eastern path (E1 alternative) destroys the current wide cycling lane and leaves only Chandler Rd. as an option. The cycling path on Chandler is not adequate for the current volume and I did not see any mention of this issue or a proposed replacement cycling paths or lanes in the current plan. Were any of the cycling clubs approached or consulted on this issue?

### Traffic

The study has considered concepts for parallel multiuse paths, however the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.

### Public Involvement

This study, which began in July 2001, is expected to be completed in 2014. During the study process, community members have had and will continue to have various opportunities to ask questions, express opinions, and provide comments about the proposed action. Specific communication and outreach opportunities are presented in Chapter 6 of the Final Environmental Impact Statement. The project team has not been formally approached by any cycling clubs regarding concerns related to the loss of Pecos Road as a bicycle route.
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**TELEPHONE CONVERSATION RECORD**

**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

**INCOMING CALL**

**DATE:** 5/16/13  **TIME:** 5:03 PM

**CALLER:** ALLEN DYERLY  **CALLER ADDRESS:** 2124 E. BARTLETT PLACE, CHANDLER, AZ 85249

**CALLER REMARKS/QUESTIONS:**

I am in support of that highway. It would be of big help to us as we commute to the other side and I know that I have friends in Ahwatukee who would also support that, but I do support that and wanted to leave this message. Thank you for listening.

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<td>TELEPHONE CONVERSATION RECORD</td>
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<td>INCOMING CALL</td>
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<td>TIME: 4:52 PM</td>
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<td>CALLER: JUSTINE DYKES</td>
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<td>PHONE: EMAIL:</td>
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<tr>
<td>CALLER REMARKS/QUESTIONS:</td>
<td>Yes, I support the freeway being built. Thank you.</td>
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Hello,

Please use my email to help not having the South Mountain Freeway built here in Ahwatukee or the South Mountain Park areas. As residents here in Ahwatukee for 18 years, my husband and I have enjoyed the quietness and beauty of South Mountain and the area. We live in Lakewood, which would be very close to the new freeway location, and the noise and dirty particulates would create issues that we do not believe would enhance the quality of life and health that we have here. The freeway would allow for easy access for us, but it also would allow the same for burglary and other crime to come in to our area. So far, we feel safe here and the thought that a freeway could allow for crime to come into our neighborhoods just adds to our belief that this freeway should not be built here.

Please do not build the South Mountain Freeway and change the Ahwatukee community and life forever. Keep it the beautiful neighborhood that it is to raise a family here as we have.

Thank you for your time.

Sincerely,

Linda (and Doug) Dynes
16439 South 34th Way
Phoenix, Arizona 85048

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

1 Noise

2 Air Quality

3 Neighborhoods/Communities

While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.

4 Neighborhoods/Communities

While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement beginning on page 4-91).
May 27, 2013
Arizona Department of Transportation South Mountain Study Team
1655 W. Jackson St, MD 126F
Phoenix, AZ 85007

Dear South Mountain Study Team,

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

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

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

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

The freeway will also exacerbate urban sprawl and further burden Arizona’s taxpayers. Its construction would continue ADOT’s trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.

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

Sincerely,

[Signature]

1 Alternatives, No-Action (No-Build) Alternative

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

2 Purpose and Need

Although the region’s freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22).

Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.

3 Alternatives

Federal regulations stipulate that an environmental impact statement shall “rigorously explore and objectively evaluate all reasonable alternatives” (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1).

All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No-Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the Regional Transportation Plan and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement, the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.

4 Air Quality

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

5 Health Effects

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

7 Biology, Plants, and Wildlife

(Responses continue on next page)
Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.
Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No-Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the Regional Transportation Plan and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
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<td>I fully support the construction of the South Mountain Loop 202</td>
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**TELEPHONE CONVERSATION RECORD**
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

**INCOMING CALL**
**DATE:** 5/15/13
**TIME:** 10:34 AM
**CALLER:** DEBBIE & MICHAEL EISNOGLE
**CALLER ADDRESS:** 12222 W. CAMBRIDGE AVENUE, AVONDALE, AZ 85392
**PHONE:** 623-328-9496
**EMAIL:**

**CALLER REMARKS/QUESTIONS:**
We support the bypass, it needs to be put in, too many people and not enough roads.

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The South Mountain Freeway has been on the books for 28 years. Meanwhile the Valley has grown as has traffic and resultant congestion. Trans-continental truck traffic has grown as well. It is time to build this project! We have studied it to death, we have examined all of the alternatives, we have spent millions of taxpayer dollars examining, re-examining, considering, meeting, discussing - we need to build it!

Several years ago, in my role as Maricopa County Transportation Director, I received a complaint from the St. Johns community on the GRIC concerning truck traffic through this small community on 51st Avenue. I personally went to the community to witness the issue. The concern was indeed valid. This small, quiet, native american community was the recipient of dozens of trucks, seeking a bypass around central Phoenix. In spite of a 25 mile per hour speed limit, these trucks were traveling at speeds nearing 50 mph! No residential community deserves this.

The South Mountain Freeway will relieve this problem. The time is now, let's build it!

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<td>Michael Ellegood</td>
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Comment noted.
From: Vicky Elleray [mailto:velleray@yahoo.com]
Sent: Thursday, June 20, 2013 3:10 PM
To: Projects
Subject: Comments on Loop 202 South Mountain freeway

I attended the Foothills Golf course open meeting on June 18 and I would like to submit the following comments.

I am OPPOSED to the new freeway for the following reasons.

1. Environment impact.

   Pollution.
   Fact - with increased traffic will come increased pollution behind South Mountain impacting 75,000 people. I understand your study states you have met the federal standards. Regardless of the federal standards, pollution is pollution no matter what number you assign it. I am not comforted by some federal standard. Federal government doesn't have the best track record with much they are involved with. I don't trust your study or the federal standards you propose it meets. I lived in Denver and I know first hand what the brown cloud of pollution is and does to humans when bumped up to a mountain.

   Hazard materials.
   Fact - trucks will hazard material be allowed to flow through that area. Along the way are schools and peoples homes. That is simply not acceptable to expose 75,000 to that type of risk.

2  Hazardous Materials

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
Noise.
Fact - I now live 1 mile from I-10. I can hear I-10 from my yard. If you add another freeway, that noise just doubled because I am also 1 mile from the 40th/202 intersection. Walls will not protect me from the additional noise.

Destroy South Mountain terrain.
By cutting through the mountain it destroys the land, a mountain, animals and nature. For what trade off?

2. Crime.
Fact - 51st avenue is a crime ridden area. Fact - no one at the meeting on Tuesday could speak to the potential increased crime because no study was done. Common sense will tell you that if you open 51st avenue to Ahwatukee crime will increase. Crime will now come from the west. The new road will invite new crime and provide for an additional escape route. It will provide the criminals new homes to rob and steal from which were otherwise not easily accessed and not worth their time. That will translate into higher homeowners insurance premiums - increased risk means increased premiums. Ahwatukee is known for low crime because it is protected naturally by South Mountain and the Gila River community. Don't want it!

As if we don't already have problems with coyotes/illegals passing through Phoenix. This gives them another route and another pathway for our police to monitor. Our police are already stretched thin. Why would you want to add this additional burden? Not acceptable.

4. Gila River Community.
They got it right - no build. If they can have such a strong voice, also should Ahwatukee. Put it to vote for the Ahwatukee people just like Gila River did.

5. Who benefits?
I question who really benefits from this road. The truth isn't fully disclosed. For truckers, it adds another route - no benefit to...
Ahwatukee. For developers - opens up new land options on the west side to build because now undesirable land becomes valuable due to quicker access to either side - no benefit to Ahwatukee. Time savings was 6 minutes to downtown. For the damage incurred, that is not a trade off for Ahwatukee. I am not one of 138 of those who will lose their home - there isn’t enough money to compensate for that loss. That impacts peoples lives forever - no benefit to Ahwatukee.

6. Community feel. Ahwatukee is known for it's quite, low crime and small committee feel. That is why I bought here. A new freeway will destroy the very quality that Ahwatukee was built on. For what trade off? More pollution and crime.

7. Window of opportunity is closed. ADOT had years to make this happen when the number of people in Ahwatukee were a handful and before this became home to 75,000 people and schools. I understand all the laws limiting ADOT from stopping developers building. In life that is called "too bad". I had a lengthy discussion with the ADOT man at the meeting about this topic. So now because ADOT can, they want to disrupt a community because they can. I say your window of opportunity is lost, so too bad, no build in Ahwatukee.

8. I did my own poll. I asked this question to each of the ADOT people at the meeting I spoke with - 5 in total. I asked them if they lived in Ahwatukee. Each one said "no". I then asked if they would move their family, grandkids, parents, sisters/brothers and cousins to this area if there was a freeway built? 1 said - he couldn't answer that. 4 said - no. That says a lot.

Progress isn't always the right answer if you destroy land and people in the way. You can't undo the damage once done. When are we going to learn from past mistakes? Please do NOT build Loop 202 South Mountain freeway....because it is the right thing to do for Ahwatukee as a whole.
The environmental impact of the proposed Loop 202 freeway goes way beyond the biological and chemical issues that will ensue, in that the entire environment of a quiet and beautiful area will be ruined. The truck traffic (which is rarely mentioned in any discussions) that will use this route will ensure that.

This route should have been, or should BE, planned much farther south in an area that will not impact the residents from whom the state and city have been glad to reap taxes.

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

The Maricopa Association of Governments regional travel demand model forecasts approximately 10 percent truck traffic on the South Mountain Freeway in 2035 (see Final Environmental Impact Statement page 3-64). This percentage is similar to current conditions on Interstate 10 between Loop 101 and Interstate 17 and on U.S. Route 60. Noise modeling for the Final Environmental Impact Statement used this forecast truck traffic, with the model accounting for greater noise generation by trucks in the future (see Final Environmental Impact Statement page 4-88). Noise mitigation is designed for this predicted noise level, including the noise from trucks.

Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-170 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.

The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Final Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.
1. MS. ELLIS: Christine Ellis. My address is 1520 West Glenhaven Drive, Phoenix, 85045. I'm definitely not in support of the 202 coming in through Ahwatukee. I don't see the reason that it would come in and destroy our neighborhoods. I see that we really need to work with Gila River Indian community in hopes that they can put it down on their land and find a way to make that work. Otherwise, I don't really see why we even need this. I don't think it's become really clear.

2. I don't feel -- I don't see why Interstate 8 isn't a viable option, why they don't use it now. I don't see the need for the damaged air quality. I have not seen anything that has made me feel like this is a great idea for Ahwatukee or the community in general, and especially the Gila River community taking down South Mountain and cultural icons that are just -- it's religious.

3. I don't feel that it's fair for the Gila River Indian community to give up such a spiritual part of their land, and so that's just my opinion. I do not agree to follow through with this 202 taking all these families and churches and schools. Ahwatukee is such a -- we're here for that reason. We are closed off. It's quiet, it's nice and I don't

4. The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Final Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.

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

6. Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
want that destroyed.
Comment Document Created: 7/24/2013 7:22:17 PM by Web Comment Form

NO WAY. ADOT is shoving this freeway down our throat and we do not want it in Ahwatukee. The only benefit we get is Air Pollution, Noise Pollution, and Truck traffic. If the government is For the People by the People why are you not listening to the people of Ahwatukee. Or is it a greed thing only to benefit the few who will profit from the freeway. South Mountain is why I live in Ahwatukee I hike there, I walk my dogs there, I ride my mountain bike there, and I spend time there to get away from the bustle of the city and you want to destroy a piece of it also. Please do not destroy my mountain. If the goal it to reroute I-10 truck traffic around Phoenix why not use I-8 to around Gila Bend then build a freeway along the AZ 85 alignment. Do Not destroy our community and Mountain with a freeway we do not want.

David Elms

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

2. Noise

3. Purpose and Need, Lack of Support

4. Section 4(f) and Section 6(f)

5. Trucks
   The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Final Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.

6. Neighborhoods/Communities
   While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement beginning on page 4-91).
Ahwatukee -- southeastern portion of Ahwatukee.
That's all I have to say.

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

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

Comment noted.
From: David D Englehart [mailto:carguy42503@gmail.com]
Sent: Friday, April 26, 2013 1:30 PM
To: Projects
Subject: Loop 202 - South Mountain Freeway

Hello,

I am very happy to see the Draft EIS completed. This freeway was a big part of my decision to move to Laveen 6 years ago and seeing the process move so slowly has been very frustrating. Many of us here are very anxious for the ease of travel and the new development that the freeway will bring. I hope the project will move as swiftly as possible from this point to it's completion. Thank you for taking my comments.

--
Peace to you and grace from God our Father and the Lord Jesus Christ,
David Englehart

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TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL
DATE: 7/24/13
TIME: 11:34 AM

CALLER: CHRIS ENGLISH
CALLER ADDRESS:
PHONE: EMAIL:

CALLER REMARKS/QUESTIONS:
Hello, I support the South Mountain freeway. My phone number is 602 – ahh – I'll do it online.

Comment noted.
TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL
DATE: 7/23/13
TIME: 11:25 AM

CALLER: ENGQUIST
CALLER ADDRESS: 8011 SOUTH 47TH AVENUE, LAVEEN, ARIZONA 85339
PHONE: EMAIL:

CALLER REMARKS/QUESTIONS:
I am very, very much in favor of the South Mountain freeway going through and I hope you will consider that. It would help with the traffic and if would give a better route through the area and actually take the cars around and lessen the congestion. Thank you very much and have a wonderful day. Bye.

1

Comment noted.
Dear South Mountain Study Team,

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

The proposed freeway would cause more problems than it would solve. It is at best only a short term approach to a long term problem. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer.

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

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

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

The freeway will also exacerbate urban sprawl and further burden Arizona’s taxpayers. Its construction would continue ADOT’s trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.

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

Sincerely,

Mr. John & Juanita Enkoji
2604 W 79th St
Scottsdale, AZ 85266-9059
(480) 515-1087

---

### Code | Comment Document
--- | ---
1 | The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix. 
2 | Purpose and Need
3 | Alternatives
4 | Air Quality
5 | Health Effects
6 | Section 4(f) and Section 6(f)
7 | Biology, Plants, and Wildlife
Neighborhoods/Communities

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

MR. ENOS: Darius Enos.

"Traffic presents a unique public health threat due to the toxicity of its emissions and its extensive integration into our lives and communities. The stakes are high, including excess cancers and children's asthma rates occurring at epidemic proportions. This threat can no longer be ignored; it must be clearly understood and addressed." And that's a quote from Associate Professor Tim Buckley, from the Bloomberg School of Public Health at Johns Hopkins University. That quote was cited in the Sierra Club's Highway Health Hazards Report on how highways and the roads cause health problems in our communities.

The report cites several different research reports, including a Johns Hopkins study showing the association between traffic and curbside concentrations of cancer-causing pollutants; the Journal of the American Medical Association study linking soot and diesel exhaust to lung cancer, cardiopulmonary diseases, and other causes of death; a Denver study showing children living near busy roads, that they are six to eight times more likely

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
to develop leukemia and other forms of cancer; a Journal of The American Medical Association study finds that increasing public transportation, along with other traffic control measures, and that was during the 1996 Atlantic Olympics, which reduced acute asthma. A California South Coast Air Quality Management District did a multiple air toxic exposure study, too, the most comprehensive study of urban toxic air pollutions showing that vehicle exhaust is the source of cancer-causing air pollutants in Southern California.

The community the potential freeway would affect is the Gila River Indian Community, which was little mentioned in the Environmental Impact Statement. Whatever political lines that may have been drawn, the health effects cannot be ignored in any way. And that is something that the Environmental Impact Statement does not take into account.

And furthermore, the community is already susceptible to volatile health problems, including high rates of diabetes. The story is, in the 1800s our river, our namesake, was taken away from us, dammed up for the development of Phoenix and the State of Arizona, and the development of Phoenix was

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
put on the backs of our health for many generations, including today. What the Arizona Department of Transportation is asking for is to have another generation of health effects, which is not only for the Gila River Indian Community, but also minority communities within south and west Phoenix.

Furthermore, the potential freeway impedes on the spiritual practice of my community. It is where our creator is said to have been shown, and where a large part of our stories, songs, and dances revolve around. Furthermore, there are remains of our ancestors within the mountain and around the mountain. It is not common for non-native people to have their ancestors dug up. It is a violation of human rights and human dignity to have that happen to us, since the arrival of Europeans in this country.

With that in mind, the Arizona Department of Transportation continues colonial practices on the indigenous people of the area. History is being repeated, sadly.

I am a graduate of ASU, and I majored in American Indian studies, minor in global studies. With that, furthermore, within a global context, the United States is very behind in environmentally safe
and sound public transportation. If you look at Sweden or any other European country, the route of transportation is made sure to be provided to be environmentally sound. The freeway does not guarantee the safety and health of the Gila River Indian Community. And furthermore, as a citizen of Arizona, to look at the education levels in comparison to our state budget, where we have the lowest reading levels in the United States and transportation is the biggest issue.

I'm going to do everything in my power to fight this freeway and I hope you see it through my eyes. Thank you.

THE REPORTER: Thank you very much.
# Comment Response Appendix

<table>
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**Draft Environmental Impact Statement**

**Comment Form**

Thank you for participating in the South Mountain Freeway Study Environmental Impact Statement public comment process. ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final determinations on potential impacts, and ADOT’s final project decision.

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

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

**Hitting now we need to lessen the congestion on the I-10. There are communities that need amenities that come with great development, entertainment, and entertainment values greatly needed.**

Optional

Name: [Handwritten] Email:
Address: Phoenix, Arizona, Zip 85017
City: Phoenix, State: AZ, Zip 85017
Phone: [Handwritten]

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov or mailed to: ADOT, One South Mountain Freeway Study, 1005 W. Jctembro Street, MD 1399, Phoenix, AZ 85007

FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway
TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL
DATE:
6/14/13
TIME:
2:17 PM
CALLER:
MAGGIE ENRIQUEZ
CALLER ADDRESS:
7350 W. CAMERON DRIVE, PEORIA, ARIZONA 85342
PHONE:
EMAIL:

CALLER REMARKS/QUESTIONS:
1 approve and agree with the building of the South Mountain freeway. Thanks very much. Bye.

<table>
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<tr>
<th>Code</th>
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<tbody>
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## TELEPHONE CONVERSATION RECORD

**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

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**INCOMING CALL**

- **DATE:** 5/20/13
- **TIME:** 2:07 PM

**CALLER:** ERAIM ERAIM

**CALLER ADDRESS:** 7145 S. 37 DRIVE, PHOENIX, ARIZONA 85041

**PHONE:** EMAIL:

**CALLER REMARKS/QUESTIONS:**

I support the South Mountain freeway. Again, I support the freeway. Thank you.

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<th>Caller Address</th>
<th>Phone</th>
<th>Email</th>
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<tbody>
<tr>
<td>1</td>
<td>STEVE ERMO</td>
<td>3325 EAST MARCO POLO ROAD, PHOENIX, ARIZONA 85050</td>
<td></td>
<td></td>
<td>Hi, I'm calling in support of the South Mountain freeway. Thank you.</td>
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**INCOMING CALL**

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**Comment Response Appendix**

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<tbody>
<tr>
<td>1</td>
<td>Janice Ertl</td>
</tr>
</tbody>
</table>

Document Created: 5/21/2013 9:05:53 PM by Web Comment Form

I have lived here for 30yrs and every time a freeway is built it is totally clogged with traffic within 2 yrs. Freeways fuel urban sprawl and do nothing to change the habits of people to bus, carpool, work from home— and even make it more difficult to bike to work. Building a freeway is doing more of the same, plus forever changing South Mountain... better to put the money into a train from Phoenix to Tucson. By the way, where is that bike lane that was supposed to parallel the freeway??

---

### Code Issue Response

<table>
<thead>
<tr>
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<th>Response</th>
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<tbody>
<tr>
<td>1</td>
<td>Purpose and Need</td>
<td>Although the region’s freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.</td>
</tr>
<tr>
<td>2</td>
<td>Social Conditions</td>
<td>Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fullly developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.</td>
</tr>
<tr>
<td>3</td>
<td>Social Conditions</td>
<td>The proposed freeway is a response to existing and anticipated travel demand in the metropolitan Phoenix area. It is not meant to increase travel beyond that expected to be generated from existing and anticipated population and employment growth and related land development. It is important to consider that improvements proposed for any type of transportation system (e.g., a new bus route, rail transit line, commuter rail service) would likely lead to changes in travel behavior, which, in turn, would lead to increased use of the particular system. Improvements made to a given transportation system are meant to attract new users (see Final Environmental Impact Statement pages 4-170 through 4-174). If this were not a primary goal, the improvements would be neither effective nor warranted. For the proposed action, a goal is to attract users of other segments of the Regional Freeway and Highway System and the local arterial street network, now and in the future, to the proposed action to optimize, in part, the entire regional transportation system (as outlined in the proposed action’s purpose and need in Chapter 1).</td>
</tr>
<tr>
<td>4</td>
<td>Section 4(f) and Section 6(f)</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.</td>
</tr>
<tr>
<td>5</td>
<td>Alternatives, Nonfreeway Alignments</td>
<td></td>
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(Responses continue on next page)
The study has considered concepts for parallel multiuse paths, however the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.
MR. ERWIN: So, as far as the different pieces of this, I actually have been involved in listening to the discussions, and so forth, since this was going on in the central area. And it was like, kind of, a community -- a community college area. And there were 37 different groups there that were -- formed the homeowners' association that would be affected by this, that was going through different sections.

And at the end they actually did, going through, doing the voting section. And ADOT provided different information along the way, and they went and voted. The community gave a vote on this, of what their -- their assessment of a build/no build, which is kind of what was on the video. And they gave that a vote.

And I haven't seen that information published anywhere. And I was -- had been going, doing this for about a year. So I was kind of wondering why that information isn't available, why that part isn't being communicated along the way. I feel like that's a disservice to the people who've been involved in this process all along.

In fact, there was a -- the -- Doug, who does the Ahwatukee Foothills newspaper was there, as well. And he wrote different articles about it, including talking about the Great Wall of Pecos, which ADOT said was going to have to be built, the entire stretch of Pecos. So the lack of information makes.
it extremely difficult for the public to give informed
decision, even though we know the information is there and it
had been presented.

The other piece is that, when the information was
being put through, about the assessment for the traffic that
would go through -- And even recently, in downtown, the guy who
kind of knows everything, and has been with this the entire
project, said the assessment for the traffic was based off of
forecasted traffic for the entire Phoenix area. So they took
all of the traffic in all of Phoenix and said: Here’s what’s
going to happen on this loop.

And it was 92 percent residential and 8 percent
commercial.

But the reality of the situation is that there is a
very limited number of people that live in the south that would
need to do something in the west. There is a very -- There is
a very limited number of people who live in the west that would
need to do something in the south that would use that
throughfare on a regular basis.

So, again, the information -- There is
misinformation that is being provided to not just the people in
this community but all of the voters, at large, about what this
really means from a traffic assessments -- or a
traffic-modeling standpoint.

The fact is that anything that comes from the west

---

The Federal Highway Administration and the U.S. Environmental Protection
Agency approved the air quality conformity determination that includes the
Maricopa Association of Governments regional travel demand model that
produced the traffic projections used in the traffic analysis for the project (see
Draft Environmental Impact Statement page 3-27). Traffic projections are regularly
updated by the Maricopa Association of Governments. The traffic projections in
the Draft Environmental Impact Statement are from a model adopted in 2011.
When the Maricopa Association of Governments adopts new socioeconomic
projections and traffic projections, it will be reflected in the study documents.
Key model inputs used to forecast travel demand included (see Table 3-7 on Draft
Environmental Impact Statement page 3-27):
- socioeconomic data based on the adopted general plans of Maricopa
  Association of Governments members, which includes projected growth in
  population, housing, and employment (including proposed commercial centers),
  along with economic forecasts and the existing and planned transportation
  infrastructure as identified by Maricopa Association of Governments members
- the anticipated average number of vehicle trips within the region (including those
to and from the region’s households) on a daily basis (this number is tracked
  regularly by the Maricopa Association of Governments)
- the distribution of transportation modes used by travelers in the Maricopa
  Association of Governments region (also tracked regularly by the Maricopa
  Association of Governments)
- the capacity of the transportation infrastructure to accommodate regional travel
- the future transportation infrastructure established using Regional Transportation
  Plan-planned projects and improvements and from known arterial street network
  improvements assumed to be made by the County, Cities, and private developers

The Maricopa Association of Governments approved new socioeconomic
projections in June 2013. The new data are presented in the Final Environmental
Impact Statement (see page 1-11). Although slower growth in total vehicle miles
traveled was noted, the need for the freeway did not change. The revised traffic
analysis validated that the proposed project is needed today.

The Arizona Department of Transportation and Federal Highway Administration
identified several issues and concerns that were frequently noted by commenters.
Responses to these issues can be found in the Responses to Frequently Submitted
Public Comments beginning on page B733 of this appendix.
1 and goes south and anything from the south that goes west is  
2 typically commercial traffic. If you go ask people in this --  
3 in the community who live south, none of them on a routine  
4 basis are going to use their residential vehicles to go west.  
5 And -- and I talked to a variety of people who live in the  
6 west. And I know of two people that live in the west, out of  
7 the 25 people that I'm associated with, who would come here to  
8 the south to work. And it's just because we happen to work,  
9 you know, in the same -- in the same location.  
10 The majority of traffic through is going to be  
11 commercial. So the -- the forecasting information does not  
12 align with the actual numbers which are going to occur. And  
13 that sort of information has -- was not presented. I don't  
14 think it was actually provided in the -- the initial voting.  
15 And it's not being provided accurately as of two weeks ago,  
16 when they said, "Well, it's going to be this breakdown of  
17 residential and this breakdown of commercial," when we all  
18 know, because we're all intelligent people here, that the  
19 majority of traffic will be trucks that, thank goodness --  
20 because they have all said to me, "Thank goodness, I don't have  
21 to drive through downtown Phoenix anymore when I'm going from  
22 Southern California, working my way through Phoenix, to  
23 continue east for my travels."  
24 So, again, the majority of traffic that will be  
25 coming through is residential -- sorry, is commercial and not  

Trucks
The Maricopa Association of Governments regional travel demand model forecasts approximately 10 percent truck traffic on the proposed freeway in 2035 (see Final Environmental impact Statement pages 3-64 and 4-66). The forecast truck traffic is based on existing traffic studies and projected socioeconomic data. This percentage is similar to current traffic conditions on Interstate 10 between State Route 101L and Interstate 17 and on US 60. Commercial trucks would use the proposed freeway. As with all other freeways in the region, trucks would use it for the through transport of freight, for transport to and from distribution centers, and for transport to support local commerce. Nevertheless, the primary users of the proposed freeway would be automobiles. Vehicle classification counts (2007) from the Arizona Department of Transportation for Maricopa County show passenger vehicles and other nontruck vehicles make up over 90 percent of all traffic on the regional freeway system, and it is expected these percentages would not vary with the proposed freeway. Further, it is not expected that the entire 21 percent of through truck traffic (by tonnage) using Interstate 10 would divert from Interstate 10 to use the proposed freeway (see Final Environmental Impact Statement page 3-64). Trucking destinations in the Phoenix metropolitan area would still prompt trucks to enter congested areas. Choosing to travel on the proposed freeway versus Interstate 10 would not produce substantial travel time benefits. Therefore, it is expected that “true” through truck traffic (not having to stop in the metropolitan area) would continue to use the faster, designated, and posted bypass system of Interstate 8 and State Route 85.
Lastly, the thing I just noticed is if that video is accurate -- So the video that was shown here, and it was stated, in the beginning of the video, that they are going to show what the traffic looks like in 2035. If that is the fact, the video shows a very limited number of cars and no commercial vehicles, which is misleading. And there's very few vehicles, in general. So, if that few number of vehicles actually is using the freeway, why do we need it?

So those are just the different -- the one observation and the other parts that I've been, you know, coming through, as well. And those are, again, just kind of what I've come up with so far. So that's my community comments. Again, the misinformation is staggering about it. So I don't think that people can make an informed decision -- or, sorry.

I don't think ADOT should be allowed to push the agenda through, knowing that the misinformation that is being provided to the community is based on an assessment of what they think as opposed to what the reality of the traffic flow is going to be, because, again, it just -- Just talking to different people who travel this on a regular basis.

So, again, instead of forecast the actual, you need to talk to people about what's actually -- When I would...
1 actually use this freeway, you see residents kind of say,
2 "Well, I guess I might, every once in awhile."
3 And you see a huge smile come across people who do
4 commercial vehicles because, again, their whole point is:
5 Good, I don't have to go through downtown Phoenix anymore.
6 That's perfect. I love it.
7 So, again, it kind of makes me wonder, you know,
8 who -- Who and why is pushing this through? You know, is it
9 really the residents who want it? I don't know anyone who,
10 number one, cares enough to have a strong opinion about it,
11 unless you're directly affected, like the residents here, or if
12 your livelihood depends on getting through the traffic.
13 So if I have anything more, I'll let you know.
14 Thank you.
15 Can I finish one more thought? I apologize for
16 interrupting.
17 So, just as a final -- The reason I'm here is
18 because I had a -- I had a strong opinion about it anyway.
19 But, when I started explaining just the facts about this to my
20 daughter, I had to spend 30 minutes calming her down, to --
21 because she was having such a meltdown about the fact that the
22 school that she attends, the church that she goes to and
23 actually has gotten closer to her understanding of religion and
24 spirituality -- And she asked:  Is KeeKee going to -- Is
25 KeeKee's house going to be removed?
And the answer was: Yes, after we looked at this.
And she -- I had to spend 30 minutes holding on to
her while she was having a meltdown. And that sort of thing
really strikes home.

I appreciate your time.
TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL
DATE: 7/23/13
TIME: 1:19 PM
CALLER: ANGELINA ESPARZA
CALLER ADDRESS: 126334 35TH STREET, PHOENIX, ARIZONA 850323
PHONE: EMAIL:

CALLER REMARKS/QUESTIONS:
I do support the Loop 202 South Mountain freeway. Thank you.

1

Comment Response Appendix

<table>
<thead>
<tr>
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<tr>
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### Code | Comment Document
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- **From:** Projects
- **To:** Projects
- **Subject:** FW: South Mountain Freeway Question
- **Date:** Tuesday, May 14, 2013 9:47:17 AM

---

- **From:** billesson [mailto:billesson@cox.net]
- **Sent:** Wednesday, May 08, 2013 7:57 AM
- **To:** Projects
- **Cc:** council.district.6@phoenix.gov
- **Subject:** Re: South Mountain Freeway Question

Folks,

Good morning.

I haven’t seen a response to this. Soon please ??

Thanks,

Bill Esson

----- Original Message -----
From: billesson
To: projects@azdot.gov
Sent: Friday, May 03, 2013 8:55 AM
Subject: South Mountain Freeway Question

Folks,

Good morning.

I have started looking through the DEIS document.

I see the current traffic volumes and the projected traffic if nothing is done in figure 1-8 Chapter 1 b.

Where would I find the projected reductions in traffic if the freeway is built ??

Thanks,

Bill Esson

Arizona

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<td>Traffic</td>
<td>An assessment of conditions with and without the freeway in 2035 is presented beginning on Final Environmental Impact Statement page 3-27. The results of the assessment, supporting the need for the proposed freeway, are summarized in Final Environmental Impact Statement Table 3-9 on page 3-38.</td>
</tr>
</tbody>
</table>
Michelle Thompson
Senior Community Relations Officer
1655 W. Jackson St. MD: 125F
Phoenix, AZ 85007
602.316.4057
azdot.gov

From: Michelle Thompson
To: ADOT
Subject: FW: South Mountain Freeway Question
Date: Friday, May 03, 2013 9:40:41 AM

From: billesson [mailto:billesson@cox.net]
Sent: Friday, May 03, 2013 8:56 AM
To: Projects
Subject: South Mountain Freeway Question

Folks,

Good morning.

I have started looking through the DEIS document.

I see the current traffic volumes and the projected traffic if nothing is done in figure 1-8 Chapter 1 b.

Where would I find the projected reductions in traffic if the freeway is built ??

Thanks,

Bill Esson
Ahwatukee

Traffic

An assessment of conditions with and without the freeway in 2035 is presented beginning on Final Environmental Impact Statement page 3-27. The results of the assessment, supporting the need for the proposed freeway, are summarized in Final Environmental Impact Statement Table 3-9 on page 3-38.
Comment Response Appendix - B1543

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**TELEPHONE CONVERSATION RECORD**  
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

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<thead>
<tr>
<th>INCOMING CALL DATE</th>
<th>INCOMING CALL TIME</th>
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<tr>
<td>6/12/13</td>
<td>6:05 PM</td>
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**CALLER:**  
ESTELE ESTRADA

**CALLER ADDRESS:**  
111TH AVENUE AND INDIANA, YOUNGTOWN, AZ

**CALLER REMARKS/QUESTIONS:**  
I support the freeway. Bye.

Comment noted.
SOUTH MOUNTAIN PUBLIC HEARING
(Public comments to reporter)
May 21, 2013
10:00 a.m.
REPORTED BY:
April Lassiter, CSR #1521

FRANK EVEN: We need the highway badly. The only question we have is, can it be sooner rather than later. I mean, seriously. No, I mean, just in time to work, my commute on Baseline is miserable. Too much stop and go. It takes anywhere from 20 to 30 minutes to travel 14 miles, whereas with the new highway, I'll be able to do that in 10 to 15 minutes and probably use less gas in the process. The end. Please start it in 2013 instead of 2014 or I'll have to move out of the area. Now, the end.
From: Dr. Gayle [mailto:simply4health@yahoo.com]
Sent: Monday, May 13, 2013 9:31 PM
To: Five Year Program
Subject: COMMENTS RE SOUTH MOUNTAIN and Roadway Extension

I am writing to oppose any construction of the South Mountain Extension as part of AZDOT’s Five Year Plan.

As a health care provider I can think of no better way to harm the health of those living in and nearby the proposed roadway. Those who would work or travel in that area would also be at risk.

I recall in 2002 when I was involved in a similar issue in another state the US government health agencies released a document at that time supporting the health hazards of diesel fuel used by trucks. We have come no further down this road in improving the effects of this fuel on lung and heart health. The newest reports from 2013 continue to support the health risks of diesel fuel.

While I am a new resident of Arizona I chose to become involved in this issue prior to relocating. Now as a resident my view against this road is strengthened. I see and feel heat. I see and feel dust. I see and feel pollution.

Arizona is facing major environmental issues in addition to health problems. A temperature issue is the concern over the rising temperatures and this is reported to be directly associated with an increase in freeways and increased vehicular traffic.

Daily the accident reports are jolting.

Concrete is a heat sink. Baking in the valley sunshine leads only to higher overnight temperatures and limited cooling. These increasing temperatures are discussed on local news programs and in other media venues. Is anyone at AZDOT listening or is this just the typical bureaucratic way, “we made up our mind and we are going to do what we want and we don’t care what the people think or even about the outcome in 1,3,5, or 10 years.

What if you took it upon your self to consider this from the point of view associated with the precautionary principle?

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<td>1</td>
<td>Health Effects</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.</td>
</tr>
<tr>
<td>2</td>
<td>Heat Island</td>
<td>As buildings, parking lots, roads, and other infrastructure replace open land and vegetation, an urban heat island may result. The heat island effect is of a regional nature and, therefore, there is no requirement to analyze potential impacts and no possibility of determining the localized contribution at the project level to the regional heat island effect. It is likely, however, that a proposed project such as the South Mountain Freeway would be a minor contributor to the overall issue.</td>
</tr>
</tbody>
</table>
There is really a lot more I could say but I believe this is enough to support the NO BUILD option.

I will close, as a person of Native American heritage, and advise you to be considerate of protected and Sacred land.

Thank you for the opportunity to comment,

Dr Gayle Eversole

The greatest enemy of knowledge is not ignorance, it is the illusion of knowledge. Stephen Hawking
### Code | Comment Document
---|---

**1 Agriculture**

Congress enacted the Farmland Protection Policy Act to minimize the extent to which federal programs contribute to unnecessary and irreversible conversion of farmland to nonagricultural uses and to ensure that federal programs are administered in a manner that, to the extent practicable, is compatible with State and local governments and with private programs and policies to protect farmland. The environmental impact statement process has adhered to the stipulation set forth in this Act (see page 4-161 of the Final Environmental Impact Statement). Urbanization in the Maricopa Association of Governments region has been occurring for years and will continue to do so with or without the proposed freeway (compare Final Environmental Impact Statement Table 4-2, on page 4-3, with Table 4-4, on page 4-7; see also Final Environmental Impact Statement page 4-152). For instance, much of the land along the Preferred Alternative in the Western Section is already slated for commercial and industrial uses.

**2 Heat Island**

As buildings, parking lots, roads, and other infrastructure replace open land and vegetation, an urban heat island may result. The heat island effect is of a regional nature and, therefore, there is no requirement to analyze potential impacts and no possibility of determining the localized contribution at the project level to the regional heat island effect. It is likely, however, that a proposed project such as the South Mountain Freeway would be a minor contributor to the overall issue.

**3 Air Quality**

Climate change is an important national and global concern. While the earth has gone through many natural changes in climate in its history, there is general agreement that the earth’s climate is currently changing at an accelerated rate and will continue to do. Human-caused greenhouse gas emissions contribute to this rapid change. Carbon dioxide makes up the largest component of these greenhouse gas emissions. Other prominent transportation-related Greenhouse gases include methane and nitrous oxide. Greenhouse gases trap heat in the earth’s atmosphere. Because the atmospheric concentration of greenhouse gases continues to climb, our planet will likely continue to experience climate change-related phenomena (see Final Environmental Impact Statement pages 4-85 through 4-86). To date, no national standards have been established regarding greenhouse gases. Greenhouse gases are different than other air pollutants evaluated in federal environmental reviews because their impacts are not localized or regional due to their rapid dispersion into the global atmosphere. The affected environment for greenhouse gas emissions is the entire planet.

The affected environment for greenhouse gas emissions is the entire planet. In contrast to broad-scale actions such as those involving an entire industry sector or very large geographic areas, it is difficult to isolate and understand greenhouse gas emissions’ impacts for a particular transportation project. Furthermore, presently there is no scientific methodology for attributing specific climatological changes to a particular transportation project’s emissions. Under the National Environmental Policy Act, detailed environmental analysis should focus on issues that are significant and meaningful to decision making. The Federal Highway Administration has concluded, based on the nature of greenhouse gas emissions and the exceedingly small potential greenhouse gas impacts of the proposed freeway (as shown in Final Environmental Impact Statement Table 4-37 on page 4-85), that greenhouse gas emissions from the proposed freeway would not result in “reasonably foreseeable significant adverse impacts on the human environment” [40 Code of Federal Regulations § 1502.22(b)].

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(951) 809-5819

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Comment Response Appendix

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<tr>
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<tbody>
<tr>
<td>1</td>
<td>Neighborhoods/Communities</td>
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<tr>
<td>2</td>
<td>Acquisitions and Relocations</td>
</tr>
<tr>
<td>3</td>
<td>Construction</td>
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1. **Neighborhoods/Communities**

The alignment of the W59 Alternative had not been changed in the area of the Country Garden Charter School. The freeway would not directly affect the school, but would run just east of the school. Construction activities associated with a project the size and magnitude of the proposed project would create temporary impacts on human and natural environments. Throughout the Phoenix metropolitan area, the Arizona Department of Transportation and Federal Highway Administration have demonstrated experience in the construction of major transportation projects and mitigating construction-related impacts (see page 4-164 of the Final Environmental Impact Statement).

2. **Acquisitions and Relocations**

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

3. **Construction**

Design of each action alternative, while completed to an equivalent level, is still preliminary and subject to change because designs would be further refined. The Arizona Department of Transportation would work with businesses during the design phase to identify ways to minimize property impacts that allow the business to continue operations.
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TELEPHONE CONVERSATION RECORD  
SOUTH MOUNTAIN FREeway INFORMATION LINE

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<tr>
<td>DATE: 05/13/13</td>
<td>TIME: 4:58 PM</td>
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</table>

CALLER: SUSAN FATHAUER  
CALLER ADDRESS: 13051 S. 35TH STREET, PHOENIX, AZ 85044  
PHONE: EMAIL: |

CALLER REMARKS/QUESTIONS:  
Yes, I support the South Mountain Freeway. I have been waiting for it to be built for a long time and I think it will help cut down on pollution and congestion, traffic congestion. Thank you.
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From: Projects
To: ADOT
Subject: FW: Support for SMF
Date: Monday, July 15, 2013 2:22:45 PM
Attachments: image001.png

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85017
602-712-2060
azdot.gov

From: Susi Fathauer [mailto:azsusi@cox.net]
Sent: Monday, July 15, 2013 2:21 PM
To: Projects
Subject: Support for SMF

I support the proposed South Mountain Freeway on Pecos Road. I have been waiting years for it to be built and can’t wait.

I think it will be so cool to drive back behind South Mountain and through a ‘pass’ that is proposed to be cut in near the farthest western edge. I have never been able to see the “view” there and am looking forward to it!

Thank you for allowing the input.

Susi Fathauer
13051 S. 35th St.
Phoenix, AZ 85044
480.803.5689

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Julie Favila

Document Created: 5/21/2013 2:02:10 PM by Web Comment Form

In support of the freeway. Let's connect Laveen to the rest of Phoenix. It will bring in businesses and revenue. It will reduce time people spend in vehicles. It will allow people to get to the casino quicker and allow them to avoid 51st ave, North of Baseline.
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<th>Date</th>
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<th>Caller Address</th>
<th>Phone</th>
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<tbody>
<tr>
<td>5/15/13</td>
<td>4:01 PM</td>
<td>LIUBOV FEATHERSTON</td>
<td>2221 W. ST. CATHERINE AVENUE, PHOENIX, AZ 85041</td>
<td></td>
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**CALLER REMARKS/QUESTIONS:**
I support the South Mountain Freeway. Bye.

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The 202 loop would be a welcomed solution to the valley's traffic congestion. The plan has been talked about for far too long. It's time for action. The city of Laveen and its economic growth would also greatly benefit from the building of the loop. The amount of jobs that this project would create would also greatly benefit the community.

Richard Fedrick

Comment noted.
The South Mountain Freeway would be a big driver to improve and support Phoenix's economy. It would create jobs for 30,000 people and the money would feed directly back into the Phoenix area. It would also ease the flow of traffic and traffic accidents along the I-10 Broadway Stack.

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<tr>
<td>5/18/13</td>
<td>3:02 PM</td>
<td>MARCIA FELINE</td>
<td>3914 W. GLENVIEW ROAD, PHOENIX, AZ</td>
<td></td>
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</tbody>
</table>

**CALLER REMARKS/QUESTIONS:**
Yes, I am in support of establishing and building the South Mountain Highway. I be supported and fully supported a road that will definitely help create quite a few jobs and it will help the Phoenix economy in this area or Arizona economy. Thank you.

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<td><strong>INCOMING CALL</strong></td>
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<tr>
<td></td>
<td>DATE: 5/16/13</td>
<td>TIME: 6:32 PM</td>
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<tr>
<td></td>
<td>CALLER: LOUIS FELIX</td>
<td>CALLER ADDRESS:</td>
</tr>
<tr>
<td></td>
<td>PHONE: 602-268-6941</td>
<td>EMAIL:</td>
</tr>
<tr>
<td></td>
<td><strong>CALLER REMARKS/QUESTIONS:</strong></td>
<td></td>
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<td></td>
<td>I support the South Mountain Freeway. Thank you. Bye-bye.</td>
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</table>
From: Chris Fenner [mailto:csfenner@gmail.com]

Sent: Monday, May 20, 2013 3:13 PM

To: Projects

Subject: Loop 202 South Mountain Freeway Study

My vote is YES to the 202/South Mountain Freeway and specifically YES to the W59 Alternative option.

Thanks and best regards,
Chris Fenner

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TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL
DATE: 6/15/13
TIME: 12:21 PM
CALLER: DENNY FERRIS
ADDRESS: 8932 W. DEER VALLEY ROAD
PHONE: EMAIL:

CALLER REMARKS/QUESTIONS:
Hi, I think that the completion of the freeway on the south end down there is a good idea. Thank you. Bye.

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

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<tr>
<td>5/15/13</td>
<td>5:21 PM</td>
<td>CHANDLER, AZ</td>
<td>480-895-5135</td>
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**CALLER REMARKS/QUESTIONS:**

Support the freeway around South Mountain to I-10 as long it connects at the 101. We don't want to connect at the 51 or 69 or 73, we want to connect at the 101 so it actually means something not getting into the traffic just outside of downtown Phoenix just west of downtown Phoenix. Thank you very much. Bye.
Purpose and Need, Truck Bypass

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

1

Trucks

The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other “loop” freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. The State Route 85/Interstate 8 Alternative was evaluated for the proposed project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.

Alternatives

The State Route 85/Interstate 8 Alternative was evaluated for the proposed project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.

Neighborhoods/Communities

Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)

Neighborhoods/Communities

While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).

Noise

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix. As mentioned in the sidebar on page 4-91, the Final Environmental Impact Statement is based on preliminary design and traffic information. As the design progresses to the Final Design phase, confirmation of public desire for noise mitigation would occur and if desired, noise barrier locations and heights would be refined and finalized. During Final Design, more detailed information on the location, actual height, and distance from the property line of each noise barrier will become available.

Air Quality

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

Health Effects

Hazardous Materials

Alternatives, E1 Alternative

From: Carolyn Fiedler
To: Projects
Subject: Loop 202 Proposed Freeway
Date: Tuesday, July 23, 2013 5:40:17 PM

To Whom it may concern,

Please do not build this freeway, as it is in fact, a truck bypass, not only for trucks on I-10 east and west, but also for your proposed Canamex freeway from Mexico. If you must have a bypass AND the Canamex, go over to SR 85, which includes the areas of the far west valley for which you are “predicting” massive future growth. Why would anyone want to take a community of mostly upper scale homes and destroy it with a freeway? We love our culdesacs, and the privacy and security it has provided for over 20 years from Mountain Park Ranch to Club West. A giant sound wall blocking views of the desert to the south is not what I want to see cut my back door. I also don’t want to breath diesel and gasoline fumes and never open a window again. I may plan to die in my home, but I don’t think my life’s end needs to be sooner than the average person.

Noise and air pollution, along with hazardous materials passing by hundreds of homes and at least five schools in close proximity to the freeway ought to have been enough to stop this project long ago. The possibility of a hazardous disaster with big rig accidents, huge power lines and an underground gasoline pipeline is terrifying to those of us that live along this route.

I strongly support a “do not build it here”. Build it on SR 85 from Gila Bend. Carolyn Fiedler
To whom it may concern,

I would like to echo my wife's comments sent yesterday, and included here below.

It will be an irreversible and costly mistake to build this freeway. We know we are just the "little guys" standing against all kinds of people with "big power" to get what they want, and we are sick and tired of them.

If the GRC does not want to allow ADOT to use their land, but they want to use the current route and make their own development plans, then why do we want to destroy their sacred mountain and still give them great access to develop the land along this route? It makes no sense. There seems to be no concern on their part for our well being, and there is a double standard of what is considered "beautiful.

Daniel Fiedler

To whom it may concern,

Please do not build this freeway, as it is in fact, a truck bypass, not only for trucks on I-10 east and west, but ALSO for your proposed Canamex freeway from Mexico. If you must have a bypass AND the Canamex, go over to SR 85, which includes the areas of the far west valley for which you are "predicting" massive future growth.

Why would anyone want to take a community of mostly upper scale homes and destroy it with a freeway? We love our cul-de-sacs, and the privacy and security (crime in the area will undoubtedly increase) it has provided for over 20 years from Mountain Park Ranch to Club West. A giant sound wall blocking views of the desert to the south is not what I want to see out my back door. I also don't want to breath diesel and gasoline fumes and never open a window again. I may plan to die in my home, but I don't think my family's end needs to be sooner than the average person.

Noise and air pollution, along with hazardous materials passing by hundreds of homes and at least five schools in close proximity to the freeway ought to have been enough to stop this project long ago. The possibility of a hazardous disaster with no accidents, huge power lines and an underground gasoline pipeline is terrifying to those of us that live along this route.

I strongly support a "do not build it here". Build it on SR 85 from Gila Bend.

Carolyn Fiedler

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

To Whom it may concern,

Date: Wednesday, July 24, 2013 12:22:13 PM

Subject: Projects

From: danieltfiedler@cox.net
To: Projects

1 Alternatives

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

2 Purpose and Need, Truck Bypass

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

3 Trucks

The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other "loop" freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. The State Route 85/Interstate 8 Alternative was evaluated for the proposed project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.

4 Alternatives

Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)

5 Neighborhoods/Communities

While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).

6 Neighborhoods/Communities

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

7 Noise

As mentioned in the sidebar on page 4-91, the Final Environmental Impact Statement is based on preliminary design and traffic information. As the design progresses to the Final Design phase, confirmation of public desire for noise mitigation would occur and if desired, noise barrier locations and heights would be refined and finalized. During Final Design, more detailed information on the location, actual height, and distance from the property line of each noise barrier will become available.

8 Air Quality

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

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1 Alternatives, No-Action (No-Build) Alternative

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

2 Purpose and Need

Although the region’s freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.

3 Alternatives

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

4 Air Quality

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

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

### Purpose and Need

Although the region’s freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.

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much worse on the citizens who live in Ahwatukee. Thank
you very much for your time.

THE FACILITATOR: Thank you, sir.

Mr. Findlay.

Jacob Findlay.

Mr. Findlay: Hello, my name is Jacob Findlay.

Thank you for listening to my comments. I would just
courage the committee, as it's obvious to know the
not-in-my-backyard arguments, they are typical of a
project like this, but they shouldn't carry weight, given
that they come with every project regardless of the time,
place, contacts, whatever.

This is an infill project from the City of
Phoenix, and I'm exited to see it finally come to
fruition. Driving out on the 303 in the middle of the
desert is a little baffling when I consider that the 202
is something which we need much more desperately, it
hasn't been constructed and it looks great, but there's
nothing around it. And the 303 out there, it's another
issue but encourages additional sprawl, that kind of
thing. The 202 as an infill project that encourages more
development closer to downtown, people living close to
downtown living, etc.

I live in Laveen and live there because of the
proximity to downtown. This freeway will enable me to
get downtown more quickly, to the services, that kind of

(Comment codes begin on next page)
1. Alternatives, Gila River Indian Community Alignment

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

2. Biology, Plants, and Wildlife

1. thing, but despite the proximity, we're still about a half an hour from the nearest hospital; this freeway will bring a hospital to Laveen. So in terms of health impact, the children and families, the environmental impact statement addresses the health impacts I think pretty thoroughly and mitigates the concerns that are raised here. An overarching health impact is not -- and so it's contemplated that we will have a hospital and emergency room where we don't currently have one. It will save lives and make a big impact on the community.

I also encourage the Gila River Indian Community to work with the project to avoid having to blast through the South Mountain. If somebody uses South Mountain frequently for recreation it's the last thing I want to see, but given the current realities and the unwillingness of the Gila River Indian Community to work with this project, it's unavoidable.

And finally, I would encourage the project to consider including bucolic elements on the freeway, consider the context of where it's being built near the mountain, include passages for wildlife, that kind of thing for the javelina, the coyotes that live where this freeway is passing, especially close to South Mountain.

Thank you for your time.

THE FACILITATOR: Thank you.
supposed to regulate that, and they're not doing anything to stop the council from what they're doing. So I just -- I just wanted to make that comment that I would like to see it go on the reservation. And it would save a lot of the people in Ahwatukee to go through what they have to go through. And it would also save that mountain that they wouldn't have to go through if they built it on the reservation.

So that's the comment that I have, and something that I have in my heart, and hope that in one way or the other, that it will go to the reservation. Thank you.

THE FACILITATOR: Thank you.

Sharon Finell. Finell. Which one is it?

MS. FINELL: Perfect.

THE FACILITATOR: Okay, thanks.

MS. FINELL: Hi, good morning. My name is Sharon Finell. I am a resident of Laveen. And I live just about a mile from where this proposed freeway would be. I am in support of the freeway. I am very excited. I don't have a problem with us having to cut through South Mountain. I love South Mountain as a form of recreation, and I think the pass through South Mountain will provide more recreation opportunities for people, as it will be...
more accessible, and anticipate other trailheads and
other things that could encourage our community to
appreciate that more.

I also would love the opportunities that
the freeway would bring to our community. Right now
I have three children that aren't at working age, but
at someday my kids are very excited to get a job, but
jobs are very minimum right now, because we have a
lack of businesses there. I do believe the freeway
would bring in a lot of businesses and provide work
opportunities for a lot of the youth in our
community, who right now don't have that opportunity.
They would have to travel. And I think it would
allow us to spend our money in our own community and
build our own community rather than right now we	ravel to a distance to find places that would fit
the needs of our family.

So I am in support, and thank you very
much.

THE FACILITATOR: Thank you. Luther
Allen. Luther Allen. Luther Allen.
While we're waiting, just a reminder, if
anyone wishes to speak at the hearing, please make
sure you register at the registration desk.
At this point, we've exhausted the people
From: Projects
To: ADOT
Subject: FW: I approve of the 202
Date: Tuesday, July 02, 2013 10:44:41 AM
Attachments: image001.png

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

From: Mike Fink [mailto:Mike.Fink@isagenixcorp.com]
Sent: Tuesday, July 02, 2013 10:39 AM
To: Projects
Subject: I approve of the 202

I just wanted to say that me and may others approve of the 202 coming into Laveen. I have been a resident for 4 years and have seen the rise in traffic congestion. I believe that this will more than help alleviate these concerns and bring some business to the area to help continue to drive forward movement of Laveen.

-Michael Fink
**Visual Resources**

The Arizona Department of Transportation Roadside Development Section is responsible for assigning a wide range of standard treatment applications and wall materials, including color, to noise barriers and other structures. Typically, the community where the wall will be constructed would work closely with its City Architect or planning department to decide on a theme for the wall. Usually, this can be accomplished by using the Arizona Department of Transportation standard applications. The process municipalities might take to achieve the desired aesthetic treatment of noise barriers or other structures is explained on pages 4-158 and 4-162 of the Final Environmental Impact Statement.

**Design**

The study has considered concepts for parallel multiuse paths; however, the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.

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**Comment Document**

MS. FINNER: My name is Jill Finner, F-i-n-n-e-r. I would like to voice my support of building the 202 freeway, specifically the West 59th alternative. I'm a mother of small children. I've been a leader of a moms' group of over 70 moms which represent over 70 families, and we are constantly driving almost 30 minutes to other cities to find entertainment and dining options for family get-togethers and outings and play dates. I would also like to request an attractive sound barrier and bike/running/pedestrian paths along the length of the freeway, such as the San Antonio, Texas, freeway system.

I'm in opposition to building a new casino and hotel that our current infrastructure cannot support. We would like to bring the Ahwatukee and Laveen communities together, and the longer we wait to build, the more the cost of construction will increase. I would like to build it.

Thank you.

MR. ISLAUB: My name is Lynwood Islaub.
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<td>1</td>
<td>Comment noted.</td>
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From: Projects
To: ADOT
Subject: FW: South Mountain 202 - Support statement
Date: Wednesday, May 29, 2013 12:44:17 PM

From: Marla Finnigan [mailto:marla.finnigan@gmail.com]
Sent: Wednesday, May 29, 2013 12:35 PM
To: Projects
Subject: South Mountain 202 - Support statement

We have had frequent mulch fire breaks out along the proposed routes around Dobbins and 59th Ave. This causes Health Advisories to be issued and the property and well being of the citizens to be jeopardized. I support the South Mountain 202 project. It will personally provide me greater access to other areas of the Valley and will ensure that many of the acres not currently being maintained will be utilized for helpful and purposeful reasons.

Sincerely,

Marla Finnigan

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Alternatives and No-Action (No-Build) Alternative

Lorie Fisher  Document Created: 5/10/2013 7:52:09 PM by Web Comment Form

A route south of Pecos Road must be found. It is far too late to use Pecos Rd. the City of Phoenix should have denied those building permits in the path of the future freeway. They should be held accountable for that. Also, as the song goes, "they paved paradise" applies to this freeway blasting off a corner of the beautiful South Mountain Park! That is a crime against nature, and cannot be allowed. It is far too late for the Pecos Road option to be considered. Who in their right mind would think it is ok to bulldoze homes, churches, school, and the corner of South Mountain?! You must find another path, or go with the "no build" option.

Code Comment Document

1 Alternatives, E1 Alternative

2 Acquisitions and Relocations

3 Neighborhoods/Communities

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

5 Alternatives, No-Action (No-Build) Alternative

Code Issue Response

1 Alternatives, E1 Alternative

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

2 Acquisitions and Relocations

It is not within a City’s or State’s right to deny building permits to developers who meet all requirements and want to develop their land. In 1996, the Maricopa Association of Governments Regional Council approved the Red Letter Process to provide early notification of potential development (including plans, zoning, and permits) in planned freeway alignments. In addition, the Arizona Department of Transportation works closely with Cities and Counties during the environmental impact statement process to encourage developers to reserve land for future transportation improvements. In some cases, when the developer is willing, the Arizona Department of Transportation has been able to purchase a portion of the land through advanced acquisition (see Final Environmental Impact Statement pages 3-53, 4-13, and 4-48).

3 Neighborhoods/Communities

Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)

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

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

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3 Neighborhoods/Communities
Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)

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5 Alternatives, Gila River Indian Community Alignment
TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL
DATE: 6/13/13
TIME: 6:58 PM

CALLER: DOUGLAS FISHER
ADDRESS: 18872 N. 93rd AVE., PEORIA, ARIZONA 85372
PHONE: 623-546-3938
EMAIL:

CALLER REMARKS/QUESTIONS:
I would like to leave a message in support of the South bound freeway. I drive in and around the city often and in my business this would be very helpful. Bypassing a bottle-neck in the middle of the city. If you have any questions, contact me. Thank you. Bye bye.
TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL

DATE: 5/15/13
TIME: 7:00 PM

CALLER: MARIANE FISHER
ADDRESS: 930 SOUTH DOBSON ROAD, MESA, AZ 85202
PHONE: EMAIL:

CALLER REMARKS/QUESTIONS:
I am calling to support the new freeway that’s being built, the South Mountain Freeway. I would like to have this built because I believe this it would save on traffic congestion. Thank you.

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

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

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Alternatives, Gila River Indian Community Alignment

Biology, Plants, and Wildlife

Noise

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

Noise impacts on Phoenix South Mountain Park/Preserve were considered; however, the type of adjacent land uses and proximity of sensitive areas within the park did not qualify for mitigation based on the Arizona Department of Transportation Noise Abatement Policy (see page 4-88 in the Final Environmental Impact Statement for more information on the policy).

Although recreation uses are considered in the noise analysis as noise-sensitive land uses, another consideration is the reasonableness of providing noise mitigation for a particular land use. For recreational land uses, typical considerations include the number of people using the facility and the amount of time the facility is in use throughout the day. Many of the recreational uses in the western portion of Phoenix South Mountain Park/Preserve receive infrequent use, and noise mitigation would not be reasonable given the high cost of construction.

MS. FITZGERALD: Noel Fitzgerald. I live right across the street from South Mountain and across Baseline. And -- but it's not just for me that I'm concerned, because I'm nowhere near where that freeway would be. But I'm concerned that it will go right through the park, which would seen a great shame when there's land south that perhaps they can put the freeway on.

I think about the animals and their crossings; I think about people hiking in the park. Even if you can't see the freeway, you're going to hear it, so it's going to really ruin South Mountain Park -- maybe "ruin" is too much of a word -- but it's going to cause a lot of changes that are really detrimental to people's peace and solitude in there, except for the mountain bikers. But cars roaring past on the freeway is not -- doesn't belong in the park when there's so much land around that they could put the freeway on.

Thank you. That's why I'm here to see what -- I guess I had never gone to a public hearing where there was so much information presented. And this is really a great thing because there's both sides and people need to know what it is that they're either for or against, and this certainly spells it out. And whoever put this on is, I suppose, whoever is planning to build...
the freeway -- the city or whatever. But anyway, thank
you.

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

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

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

MR. MARINO: Christopher Marino, and I'm
for the freeway. I have lived in Ahwatukee for since
May 27, 2013

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

Dear South Mountain Study Team,

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

Please select no-build alternatives to the proposed freeway going through South Mt. Park. Since I moved to Phoenix nearly 10 years ago, I have been proud knowing that I live in a city that has the largest park in the nation. The consequences of building a major highway through a large part of it are many and of serious consequences for both the people and wildlife.

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

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

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

The freeway will also exacerbate urban sprawl and further burden Arizona’s taxpayers. Its construction would continue ADOT’s trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.

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

Robin Flack
Institut of Environmental Science
May 24, 2013

1  Alternatives, No-Action (No-Build) Alternative

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

2  Purpose and Need

Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.

3  Alternatives

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

4  Air Quality

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

5  Health Effects

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

7  Biology, Plants, and Wildlife

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

Sincerely,

Ms. Robin Flack
21630 N 44th Pl
Phoenix, AZ 85050-6936
(480) 636-8331
The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

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<td>Biology, Plants, and Wildlife</td>
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<td>3</td>
<td>Purpose and Need, Lack of Support</td>
<td>Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.</td>
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<tr>
<td>4</td>
<td>Purpose and Need</td>
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<td>5</td>
<td>Traffic</td>
<td>The responsiveness of the proposed freeway to purpose and need criteria is presented in the Final Environmental Impact Statement, beginning on page 3-27. Information related to total daily traffic on other regional freeways, including Interstate 10, with and without the proposed freeway is presented in Figure 3-12. Information related to traffic distribution on Study Area freeways and arterial streets, with and without the proposed freeway, is presented in Figure 3-13. Information showing hours of congestion on the region's freeways, with and without the proposed freeway, are shown in Final Environmental Impact Statement Figures 3-15 and 3-16.</td>
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<td>6</td>
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j.flanagan@jfimmigration.com
www.jfimmigration.com

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no ways to get to a hospital if there's an emergency. So having a freeway will bring a hospital closer to individuals. Instead of driving at least 20 minutes away, you'll have a hospital within five to ten minutes. You'll just have people with disabilities that have no way of getting to a hospital also, and this will bring a hospital for that. So for low-income people, people from disability, and for minorities, it'll bring not only a hospital but good-paying jobs also. That's it. Just build that damn freeway.

PAULA FLECK: Paula Fleck. I just wanted to add that I heard a woman get up and speak and mention that she believed that adding the 202 would cause emphysema. And I'm a respiratory therapist, and I can tell you that emphysema is not caused by pollution from the 202. Over 90 percent of it is caused by smoke like cigarettes or any kind of thing you would smoke. About, I'd say, five percent would be from secondhand smoke or working in a job where you're around a lot of chemicals, directly exposed and not protecting yourself with the mask, and about one percent of it is caused by alpha 1-antitrypsin. Those are rough numbers. But I'll tell you this is from my schooling, as well as what I've seen working in a
1 hospital 40 hours a week, and this is from my own experience. And it is not caused by cars driving on the 202. In fact, having the 202 will reduce the stop-and-go traffic that you have on the surface streets and reduce pollution in that way, I believe. So that's all I had to add.

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

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

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

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

However, the route that they are taking is shortsighted.
1 average household income than the City of Phoenix --
2 THE FACILITATOR: Excuse me.
3 MS. KEENAN: -- Paradise Valley, and the greater
4 national average. Thank you.
5 There aren't that many people here to speak; I
6 don't know why you can't let people speak a couple more
7 seconds.
8 THE FACILITATOR: Paula Fleck.
9 Before you begin, ma'am, keep in mind the
10 three-minute time limit.
11 Also, please be respectful of all the speakers.
12 Your comments need to be kept to yourself so we can honor
13 the comments and opinions of each speaker, regardless of
14 your side of the issue.
15 Yes, ma'am, go ahead.
16 MS. FLECK: Okay, I think it is time to build
17 the South Mountain freeway. Valley commuters have waited
18 in traffic jams long enough. The freeway will cut
19 congestion across the metro area, reduce the air
20 pollution, and save drivers time and money; 64.3 percent
21 of likely voters in Maricopa County support construction
22 of the freeway, according to the results of a new poll
23 commissioned by We Build Arizona. Just 19.6 percent said
24 they were opposed or likely to oppose the project.
25 In a separate survey also commissioned by We
The study has considered concepts for parallel multiuse paths; however, the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.
commute. Thank you.

2          THE FACILITATOR: Thank you.
3          The next speaker, could you use this microphone, please. Thank you, ma'am.
4          Raven Barehand.
5          As we're waiting for the next speaker, I'd like to remind you to refrain from clapping or making comments regarding any speaker's position on any of this out of respect for their position.
6          Ms. Barehand, you can use this microphone here. You have three minutes, the timer is here in front of you. You may begin.
7          MS. BAREHAND: Okay. Hi, my name is Raven Barehand, I live over there in Laveen and Romatke in the Hillcrest area. One thing I'd like to say is that that freeway would steal the blue from the Estrella Mountain range. It's a brilliant blue, it's a brilliant, cobalt blue or very bright blue. There's no other mountain around here that is that blue as that mountain, and on days when there is a lot of smog that comes in from Phoenix, that mountain turns gray. And so I know that it would cause more emphysema, a lot of people don't want it but the thing is it would cause a lot more sicknesses to come to that area.
8          I know that the people who were pushing to have
The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

From: Rusty Crerand
To: ADOT
Subject: Loop 202 S. Mt. #1320263232
Date: Monday, July 22, 2013 7:53:47 AM
Attachments: image001.png

Hello,

I am writing to state my strong opposition to any kind of freeway running through the South Mountain preserve. PLEASE do not approve of such a project - it would be a travesty to destroy ANY of the South Mountain landscape for a new freeway.

Regards,
Devin Fleenor
Lifetime AZ resident

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

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And to make our air better, to make the lives of the people living in their communities better. And I am one that believes that the people living in the state of Arizona and Maricopa County are a priority. And that if our air is circulating by our cars moving faster, it’s not idling and staying stagnant in one location. So that’s what I’m here to say today.

And I, obviously, love the state of Arizona, but more importantly, I love Laveen.

THE FACILITATOR: Thank you. Just a note, remember there are two microphones, one on either side. So if you would please feel free to use either one.

Shelley Fletcher.

MS. FLETCHER: Thanks. My name is Shelley Rogers Fletcher, and I live at 5039 West Olney Avenue in Laveen, which puts me right on 51st Avenue, which is the affected 202 at this point for all the truck bypass traffic, which travels through Laveen.

We have watched over the past 20 years, as this freeway first started being discussed, the increase in traffic on 51st Avenue. The truck traffic is phenomenal, considering all the truck
1 terminals that are being built on the west side of
2 Phoenix. And most of them will come through Laveen
3 to avoid having to go through the congestion on the
4 freeways in Phoenix.
5 I obviously am pro 202. I don’t believe
6 we can stand still and pretend that the growth in
7 Laveen hasn’t happened, and that the houses haven’t
8 been built and that the houses all over the Valley
9 haven’t been built. It’s time to complete our bypass
10 system and our loop system has been approved a long
11 time. I’ve been going to these hearings for 20
12 years. I hope this is perhaps the last opportunity I
13 have to speak on this particular subject. It’s time
14 we built the 202, those of us that live with the
15 traffic that’s being created anyway would prefer to
16 have it in a more orderly fashion going through our
17 community. Thank you.
18 THE FACILITATOR: Thank you. If anyone
19 else has not registered would like to speak at the
20 hearing, please make sure you register at the
21 registration desk and then come before us.
22 I believe we have a preregistered
23 speaker, Jennifer Nelson; are you here? Jennifer
24 Nelson in the auditorium? She’s coming? Thank you.
25 Jennifer Nelson, please.
From: Lisa Flodin [mailto:pflodin1@cox.net]  
Sent: Tuesday, June 25, 2013 6:16 PM  
To: Projects  
Subject: 202 expansion

To whom it may concern,

The 202 expansion has been voted on twice and passed to be built so what is there to vote on. Many of us bought houses in regions with the belief that because it passed that it would be built and are finding that the local governments lack of follow through rather troubling. I am starting to think of moving from this state all together recently and this is part of the reason. That and your horrible schools. Please get something right soon!

Thank you,

Lisa M. Flodin
From: Terri Flood [mailto:terri@escapesunlimited.com]
Sent: Tuesday, May 21, 2013 6:28 AM
To: Projects
Cc: info@buildthe202.com
Subject: Build the South Mountain Freeway

As a resident of Laveen, I urge you to pass and build the 202. It is something that is needed in our area, and with the growth that we are currently seeing, it will help with traffic, and infrastructure.

I have gone social, please like my facebook page at http://www.facebook.com/EscapesUnlimitedIncAZ

Warmest Regards,
Terri Flood, Owner
Escapes Unlimited
www.escapesunlimitedAZ.com
602-466-2444 ~ Phoenix
800-594-7084 ext 1 ~ Toll free

2012 Recipient of the Sandals Lifetime Achievement Award

Recipient of Sandals Chairman's Royal Club Award 2011 & 2012

Sandals & Beaches Best of the Best Award 2005 thru 2012

ARIZONA'S #1 HONEYMOON & DESTINATION
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**TELEPHONE CONVERSATION RECORD**  
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

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**CALLER**: BEATRICE FLORES  
**CALLER ADDRESS**:  
**PHONE**: 623-388-4491  
**EMAIL**:  

**CALLER REMARKS/QUESTIONS**:  
I am a Peoria resident and I'm in favor of the South Mountain freeway bypass. Please contact me if you need to verify. Thank you.

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Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-169 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.

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

While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
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<td>CHERYL FLYNN</td>
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**CALLER REMARKS/QUESTIONS:**  
I support the South Mountain freeway. Thank you. Bye.

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<td>5/16/13</td>
<td>10:07 AM</td>
<td>FLORA FONG</td>
<td>4102 E. SCULPTURE PLACE, CHANDLER, AZ 85249</td>
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**Caller Remarks/Questions:**
I support the South Mountain Freeway. It is very important for the traffic.

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**CALLER:** ANTOINETTE FORCINE  
**CALLER ADDRESS:**  
**PHONE:**  
**EMAIL:**

**CALLER REMARKS/QUESTIONS:**  
I'm for the South Mountain Freeway. Thank you.
Dear South Mountain Study Team,

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

It is almost impossible to regain a healthy ecology once it has been interrupted. South Mountain Park was established to preserve the unique desert ecology of the area. A freeway through there would defeat the purpose of the Park.

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

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

The freeway would also negatively affect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our community. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by defeating the purpose of the Park.

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

Sincerely,

[Signature]

May 27, 2013

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

Dear South Mountain Study Team,

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

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

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

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

Sincerely,

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

Ms. Peggy Ford  
1003 W District St 
Tucson, AZ 85714-1103  
(520) 889-1963
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**CALLER:** KATE FORD

**CALLER ADDRESS:** 5706 N. CENTRAL AVENUE, PHOENIX, AZ

**PHONE:** 480-948-6632

**EMAIL:**

**CALLER REMARKS/QUESTIONS:**

I support the building of the freeway. Thank you very much.

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A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values. A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.

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

The freeway construction staging plan for the area along Pecos Road would allow for keeping east-west travel open during construction. One side of the freeway would be constructed while traffic remained on Pecos Road. When complete, traffic would be shifted from Pecos Road to the new freeway. Therefore, traffic would be able to continue to operate as it currently does during construction. However, temporary detours may be needed during construction. (See Final Environmental Impact Statement page 3-27.)

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

While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
South Mountain Freeway is desperately needed and the sooner the better. I reside in the Laveen Meadows subdivision. At that time I purchased my home in November 2007, the South Mountain Freeway was being discussed and assurances were made to me of the potential of not only the Freeway but of substantial economic development in the area. As you know this has not happened and the area is isolated with very little business development. It is vital that the South Mountain Freeway be started and completed without further delay. Let's stop talking and start building!!!

Janet Forgy

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though we’re right next door until we and our kids and our people realize that we can make bigger strides if we apply ourselves and our children and not be afraid to stand in places where we need to stand up. That’s about it.

Thank you very much.

MS. FORGY: My name is Janet Forgy. I have lived in Laveen area, the 67th Avenue and Baseline subdivision, Laveen Meadows, for about six years in November. And I can tell you we desperately need to have this 202. It’s imperative. It’s like we’re out in the boondocks. Businesses are not developing. We have to go five miles to get to I-10, that’s the shortest distance, five or 13 miles to get to an interstate.

I-10 is like a parking lot sometimes. There’s no development of businesses. I mean, there’s nothing. We need that desperately, and so I strongly encourage the 202 to be developed as soon as possible without any delays cause we definitely need it.

UNIDENTIFIED SPEAKER: One of the things I want to stress is that when I purchased my house in November of 2007 I saw the possibilities of development and I was assured that it was going to be developed. It subsequently has not. As a matter of fact I understand because of the economic situations, things had a way of...
TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL
DATE: 5/15/13
TIME: 4:41 PM
CALLER: JANET FORNEY
CALLER ADDRESS: 3897 E. SCOPIO PLACE, CHANDLER, AZ 85249
PHONE: EMAIL:

CALLER REMARKS/QUESTIONS:
I am calling in support of the South Mountain Freeway to take the congestion off of Interstate 10 and make it easier for me, and my family, and my children to get to where we need to go living out here. So, please support the building of this freeway. Thank you.

1

Comment noted.
**TELEPHONE CONVERSATION RECORD**

**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

**INCOMING CALL**

**DATE:** 6/11/13

**TIME:** 4:01 PM

**CALLER:** MARY FOSTER

**CALLER ADDRESS:** 10138 W. CAMDEN AVENUE, SUN CITY, ARIZONA 85351

**PHONE:**

**EMAIL:**

**CALLER REMARKS/QUESTIONS:**

Hello, I am in favor of the South Mountain Freeway.

---

**Code** | **Issue** | **Response**
--- | --- | ---
1 | | Comment noted.
TELEPHONE CONVERSATION RECORD  
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL
DATE: 5/20/13
TIME: 4:32 PM

CALLER: JOHN & BARBARA FOSTER
CALLER ADDRESS: 4008 N. 40TH PLACE, PHOENIX, ARIZONA 85018
PHONE: EMAIL:

CALLER REMARKS/QUESTIONS:
We support the South Mountain freeway. Please build it. Ok, thank you.

1

Code | Issue | Response
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1 |  | Comment noted.
<table>
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<td>Comment noted.</td>
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</table>

From: Dennis Fox [mailto:dennis_f12@yahoo.com]
Sent: Saturday, May 18, 2013 10:39 AM
To: Projects
Subject: 202 Freeway

Please build it. We’ve wasted enough taxpayer money.

Sent from Yahoo! Mail on Android
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TELEPHONE CONVERSATION RECORD  
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

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<td>5/15/13</td>
<td>2:54 PM</td>
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<tr>
<th>Caller</th>
<th>Caller Address</th>
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<tbody>
<tr>
<td>SAMI FOX</td>
<td>1058 E. GARNET AVENUE, MESA, AZ 85204</td>
</tr>
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</table>

CALLER REMARKS/QUESTIONS:  
I approve of the loop from South Mountain to I-10. I would just like to make sure there is a time frame involved. I don’t want to see anymore heavy duty equipment sitting on the side of the road not doing anything for a number of hours. I would hope we would have a contract in order to have at least two shifts during the day – possibly late at night, possibly early in the morning in order to facilitate the building of this access road and to alleviate traffic problems that we are currently experiencing in the valley. Thank you.

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TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL
DATE: 6/11/13
TIME: 4:36 PM
CALLER: DON & HENRIETTA FOX
CALLER ADDRESS: 15203 W. PAPAGO STREET, GOODYEAR, ARIZONA 85338
PHONE: EMAIL:

CALLER REMARKS/QUESTIONS:
Yes, we'd like to support the South Mountain freeway to connect to I-10. You have our support.

Comment noted.
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|      | **TELEPHONE CONVERSATION RECORD**  
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**  

**INCOMING CALL**  
Date: 5/15/13  
Time: 5:20 PM  

caller: Jessie Frabayzega  
caller address: 8823 W. Cypress Street, Phoenix, AZ 85037  
phone:  
email:  

**CALLER REMARKS/QUESTIONS:**  
I support the South Mountain Freeway. Thank you. |
<table>
<thead>
<tr>
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<tbody>
<tr>
<td></td>
<td>From: david fraire [<a href="mailto:fraire13@yahoo.com">mailto:fraire13@yahoo.com</a>]</td>
</tr>
<tr>
<td></td>
<td>Sent: Sunday, May 19, 2013 1:04 AM</td>
</tr>
<tr>
<td></td>
<td>To: Projects</td>
</tr>
<tr>
<td></td>
<td>Subject: 202 freeway completion</td>
</tr>
</tbody>
</table>

From: david fraire [mailto:fraire13@yahoo.com]
Sent: Sunday, May 19, 2013 1:04 AM
To: Projects
Subject: 202 freeway completion

What are you waiting for? build that damn freeway!!! It's been in the books since early 80's when I was planning on moving to awhautukee foothills new development. We were advised on the freeway route way back then. All these persons that claimed not to be knowledgeable on the subject are playing ignorance. You know what they say "ignorance is a bliss".

Thanks and best regards
fraire
David Fraire
2875 W. Highland St.#1100
Chandler, Arizona 85224
Cell: 480.772.0054
fraire13@yahoo.com

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<td>My comment comes from miles and hours spent on the urban roads stopping and going, yelling and screaming, slowing down for school zones and stopping for road construction. I strongly agree to go forth on the W59 Alternative, as a commuter who travels from 67th Ave and Baseline to 16th and Camelback, I feel that this alternative would have great impact on my commute from home but also for the commute of many other drivers that I happen follow in and out of the Laveen neighborhoods. I don’t agree with this alternative only for my benefit but for the benefit of all commuters that travel into Downtown Phoenix or the East Valley. It is also my opinion that the W59 Alternative is a median point for Laveen commuters to go WEST or EAST at the I-10 TI. I also feel that the W59 Alternative will have a better economic turnaround. You have easier and faster commute to downtown activities, work opportunities in the City of Phoenix and a better way for West and East Phoenix Community to visit Laveen. The Bequiva Casino will also get a great way to get Casino goers to visit and help build the Native communities that recieve no support from neighboring cities. My opinion is also that the W101 Alternatives will have no benefit to the majority of the Laveen Community and will ultimately be a waste of Tax payer money and we all know that wasting Tax payer money needs to stop.</td>
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|      | **TELEPHONE CONVERSATION RECORD**  
|      | **SOUTH MOUNTAIN FREEWAY INFORMATION LINE**  
|      | **INCOMING CALL**  
|      | **DATE:** 5/15/13  
|      | **TIME:** 3:55 PM  
|      | **CALLER:** FRANCIS  
|      | **EMAIL:** 602-437-2337  
|      | **CALLER REMARKS/QUESTIONS:**  
|      | Hello, I support the South Mountain Freeway. Thank you.  
| 1    | Comment noted.  
|      | **Response** |
my support for the 202 freeway. I happen to live in Ahwatukee just off of Chandler Boulevard and I know that there’s been a lot of conversations in Ahwatukee about the impact to that part of Phoenix. I think it would actually be a boon to that portion of town for several reasons. If you travel from Ahwatukee up I-10 to get to I-17 going north to Prescott, you’ve experienced a lot of traffic delays on I-10, particularly through the Broadway curve. I think this freeway extension will help to relieve that traffic by bringing traffic off of I-10 that comes up from Tucson and has to get to the middle of Phoenix. This way you’ll have a bypass that will actually put that traffic out to the west side of town and relieve the congestion and the delays that people from Ahwatukee experience getting to the airport and in the central business district of Phoenix.

So, again, I want to support my support -- or voice my support for this freeway project. I know that a lot of the information that you see here in the draft EIS shows the real benefits of that and in particular, further, I want to voice the support in the area of relieving traffic from my area of town. Thank you.

THE FACILITATOR: Thank you.

MR. FRANK: I'm Randy Frank, I'm representing...
1 Bay State Milling Company, 421 South 99the Avenue. I
want to go on record fully supporting the South Mountain
corridor freeway with the alignment, recommended
alignment going down 59th Avenue. Thank you.
THE FACILITATOR: Thank you.
Reyes Medrano.
MR. MEDRANO: Good afternoon. Reyes Medrano,
I'm the City manager of the City of Tolleson at 9555 West
Van Buren. Mr. Burdick, good to see you, sir, it's been
too long.
We're here to accompany Mr. Frank, who is one of
our primary business partners and employers in Tolleson,
and also to issue our support for the 59th Avenue
alignment to intersect with the South Mountain freeway.
Thank you.
THE FACILITATOR: Thank you.
If you'd like to speak, please go to the
registration desk out front.
Joe Palermo.
MR. PALEMO: Good afternoon, gentlemen. My
name is Joe Palermo. I want to speak on behalf of support
for the Loop 202 freeway project. In my opinion, I
travel the I-10 corridor daily to work and it's often
very much a burden to me to see traffic at a complete
standstill and gridlock in downtown. And in my opinion,
and we have the responsibility to protect their habitats. During my lifetime we have come a long way in learning the importance of environment and interconnectivity, so do not break this growing respect for our environment.

And the third reason I have is that homeowners have the responsibility to consider transportation before they buy a home. I have owned five homes during my life, I know what it means to look at your home and where you’re going to live, and I believe it’s outrageous and arrogant to move into an area and then try to change its very essence for our personal comfort. It’s the attitude of now I’m here, so you need to change things for me. It’s a terrible message to send our children. I love this park and I ask you to send our children a message of the importance of respect and protection of our heritage and natural environment by saying no to building a freeway through South Mountain Park. Thank you.

THE FACILITATOR: Thank you. Anybody who would like to speak, please go out to the registration table, get registered, we’ll be happy to hear you.

Mike Franklin. Could you come to this mic over here, please.

MR. FRANKLIN: Must be on. Okay. My name is
1 Mike Franklin, I live in South Tempe. South Mountain is the place I go hiking most, because it takes less gasoline for me to get there. There are parts of South Mountain that kind of take you out of the city, and there aren't too many places you can go to around here like that. It's always interesting to find new discoveries, there's lots of petroglyphs, it's unique. It won't be unique if the west end is chopped off with eight lanes of traffic, polluting the air, making it noisy, totally destroying the natural experience of being up in the mountains. To do this, to take about five percent of the traffic or whatever it is off of the interstate just doesn't seem worth it to me.

I think once you've -- the oil production gets down we're going to have to find better ways of transportation or we're going to get stuck with this expanse of asphalt there forever, at least during my life. And I vociferously disagree with that tact of moving traffic, it's kind of a 20th-century solution to a 21st-century problem. That's what I have to say.

THE FACILITATOR: Thank you.

MS. WEEKS: Hello. Actually, I just want to expound upon what my husband said. Can you guys hear me?

THE FACILITATOR: Can you hear me?

MS. WEEKS: I think it's the same problem. The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
1 school. I didn't need a car. I could use the bus. And
2 people all over this country that have many advantages
3 that we don't have here for our average middle class
4 citizens. And this particular road will deprive us of a
5 road and light rail where it's really needed, where it
6 would really help.
7 And I appreciate this opportunity. It was
difficult, in my condition, to come down here. But I'm
9 glad I did, and I appreciate the young lady being so
10 patient. Thank you.
11 Can I put this with my material?
12 MR. FRANKLIN: All right. Now, this is a
13 speech that I was going to have for the room, but I
14 just -- I have to go and run, so...
15 Good afternoon, Panel. My name is Ross
16 Franklin. That's R-o-s-s, F-r-a-n-k-l-i-n. And I'm a
17 resident of Laveen, Arizona. I appreciate you letting us
18 all speak in front of you today. You will hear much
19 emotional testimony today regarding the impact of building
20 the Loop 202 western loop connector. I will stick to the
21 facts and leave the emotion to others.
22 Over the past 15 years, the population of
23 Laveen and Southwest Phoenix has doubled. The EIS
24 projects that number to more than double again over the
25 next 25 years. While new highways like the Eastern
1 Loop 202, the Loop 101, and even projects like the 
2 Loop 303 have been built and completed or are well under 
3 way on construction and nearing completion, the 
4 much-needed Loop 202 western loop connector has been mired 
5 in political and environmental tug-of-war for years. Only 
6 the Loop 202 western connector can ease the traffic 
7 nightmare that is the I-10, which is clogged with rush 
8 hour traffic and heavy trucking and shipping traffic. 

   The traffic is so bad that many days you can
10 find heavy trucking and shipping traffic on Riggs Road, 
11 R-i-g-g-s, 51st Avenue, through the GRIC, the Gila River 
12 Indian Community, Laveen, the town I live in, and other 
13 surface streets in Southwest Phoenix. These surface 
14 streets were not made for such traffic. Like it or not, 
15 this population and the traffic that goes along with it is 
16 only going to increase exponentially. In 25 years, when
17 it's too late, we'll be suffering from complete gridlock. 

   Many opponents of this project just don't
19 want to see any change. They want Laveen to stay just the 
20 same as it was. That's emotional. That horse has already 
21 left the barn. 

   The population of the Laveen area is 40,000 
23 and growing. It is no longer the sleepy village of less 
24 than 10,000 not so long ago. As one of the few 
25 communities left to expand in population in the Phoenix 

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

(Comment codes begin on next page)
metro area, it is due to more than double in size in the
not-too-distant future. What are we going to do then?
Baseline Road and Dobbins Road are already clogged with
traffic. The pavement is already collapsing due to
overuse from the use of heavy trucking traffic. When
traffic doubles, what are we going to do then? All the
hoping and avoiding in the world will not stop the fact
that this is going to happen.

I am 100 percent behind the building of the
Loop 202 western connector. But I also realize that we
must not simply slap a new highway connecting Pecos Road
side of the I-10 and the 59th Avenue side of the I-10. We
must make sure the new Loop 202 build is a model to be
followed by other highway building projects. This
includes making sure that there are biking paths and
hiking paths built in conjunction with the project,
parallel and/or intersecting this highway project. An HOV
lane or bus lane must also be considered. And of course
tastefully done sound barriers must also be built to
minimize the sound the vehicles on the highway will make.

I know opponents will attempt to demonize
people in favor of the Loop 202 western connector using
all sorts of inflammatory, accusatory, and frankly
offensive language. The force by intimidation will not
work.
We're just regular folks here in Laveen. We work hard, many of us taking our lunch hours, like I'm doing now, working our 40, 50, and 60 hours of work a week to let our individual voices be heard. We are highly educated, highly motivated, and have been promised this Loop 202 since the 1980s. This highway should not be a shock or a surprise to anyone.

We want to desperately -- we want and desperately need a hospital in our area. Currently there are none south of the Salt River in metro Phoenix. We want and desperately need another bridge crossing the Salt River on the west side of Phoenix. Currently, there are no bridge crossings over the river west of 51st Avenue. The current street level crossing of the 67th Avenue and 51st Avenue are impassable and are closed for many weeks during the monsoon season and the rainy months during the winter.

I know it may not seem important to opponents of this project, but vital tax dollars are spent elsewhere and not in Laveen and Phoenix when our commercial infrastructure is so limited that residents have to go miles from Laveen to get medical treatment, shop, eat, and spend money in general. Those vital tax dollars go to Tempe, Chandler, Mesa, Gilbert, Scottsdale, Avondale, Glendale, and Litchfield Park. We're talking
about millions of tax dollars that are just going away.

No big deal? Those vital tax dollars go to improving schools, improving green energy, infrastructure for streets, sidewalks, libraries, community centers, police staffing, fire department staffing, just to name a few.

I know air pollution is also a common argument for not building this new highway. Consider for a moment the no-build argument. What happens when population doubles and traffic doubles along with it? Which is projected by the EIS. When traffic is idling on clogged and gridlocked surface streets, what are we to do then?

We cannot force people to do what they do not want to do. We cannot force people to ride the bus to work, ride a bike to work, or take the light rail. We cannot pour billions of dollars -- tax dollars into projects that a tiny percentage of the population will use. Like it or not, the facts are just that.

Opponents do not want things to change, and yet in a new multi-thousand-square-foot-expansion of the Vee Quiva Casino -- that's V-e-e, Q-u-i-v-a -- complete with 1,000-space parking lot under way. What are we going to do with the added traffic to our surface streets from that project? No Phoenix transportation infrastructure was added to help alleviate the traffic that project will
1 certainly bring.
2 Unemployment is still a huge problem in
3 Laveen and South Phoenix. Construction jobs are nice,
4 which the 202 will bring. But the highway will bring
5 commercial and professional jobs to our area as well. Not
6 important, you say? Many of us drive 30 minutes or more
7 to get to our jobs. Imagine if we had quality
8 professional and high-paying jobs just five minutes from
9 our homes.
10 When Laveen first -- when we -- when my wife
11 and I first moved to Laveen in 2005, there were great
12 plans for the area, with the Loop 202 on the cusp of being
13 built and a hospital, professional buildings, and even a
14 community college all but certain. When the economy went
15 sour and the sure thing of the Loop 202 stopped, we were
16 left distressed.
17 We cannot afford to wait any longer. We are
18 at a crossroads, literally. I want the very best for this
19 community that is my home. I am not willing to accept
20 average or mediocre for my family or this community. I
21 want the very best education for the children of this
22 community. I want quality medical care here in Laveen. I
23 want quality job opportunities for all of us here in
24 Laveen. I want quality infrastructure here in Laveen, and
25 I want quality safety and service from our city. Without
the build of Loop 202, we get none of that. Shame on us if we bury our heads in the sand.

MR. STONE: Tim Stone, S-t-o-n-e.

I'm a member of the South Mountain CAT Team that undertook part of the study of the Loop 202. In our April meeting we were provided with the results of the Sonoma Technology, Inc., presentation on State Route 95 near Las Vegas and its effects on two schools in that area as they were producing and building the road and then using it afterward. The study concentrated on black carbon impact on the schools. What the school -- what the study indicated was that there was significant downwind effects that would occur if the school was in close proximity to the highway, but it would mitigate as it comes further away, more remote from the highway.

This is of concern because along the Loop 202 route, Betty Fairfax High School is not all that remote from it. It's close. And there's another elementary school down near the Pecos Road. And these downwind effects would be adverse to the children there. In their study they indicated that with proper filters, the classrooms could remain safe, but outdoor activities would be at hazard, especially as it -- if it occurred near peak traffic transit; in other words, the rush hour time for morning or afternoon, with the kids...
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<td>1</td>
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<td>SOUTH MOUNTAIN FREEWAY INFORMATION LINE</td>
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<td>DATE</td>
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<td>TIME</td>
<td>4:32 PM</td>
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<tr>
<td>CALLER</td>
<td>RON FRANZILLO</td>
</tr>
<tr>
<td>CALLER ADDRESS</td>
<td>14951 W. WINGED FOOT COURT, SURPRISE, AZ 85374</td>
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**CALLER REMARKS/QUESTIONS:**
I support the South Mountain project. Thank you.

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

From: Geraldine Frazier [mailto:addictbook22@cox.net]
Sent: Tuesday, July 16, 2013 11:11 AM
To: Projects
Subject: South Mountain Freeway - Environmental Impact Statement input

As previously indicated, I consider the South Mountain Freeway implementation to be a priority. It should be built using the Peos road scenario from the I50S around South Mountain and utilizing the connection with the W101 alternative option.

Thank you for considering this input.

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

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

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway
Date: Tuesday, July 23, 2013 8:17:07 AM

F.Y.I.

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

-----Original Message-----
From: Rick Freas [mailto:rick-n-carolyn@cox.net]
Sent: Monday, July 22, 2013 8:52 PM
To: Projects
Subject: South Mountain Freeway

I am writing to oppose the proposed South Mountain Freeway. I believe this freeway is unnecessary, will result in higher density development - which will increase air pollution, and will be a poor use of public funds.

We should use the funding intended for this freeway to instead be sure we have adequate funding for the fastest and most advanced commuter rail line between Phoenix and Tucson.

Sincerely,

Rick Freas
1326 E. Harwell Rd.
Phoenix, AZ 85042

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| 1    | **TELEPHONE CONVERSATION RECORD**  
      **SOUTH MOUNTAIN FREEWAY INFORMATION LINE**  
      **INCOMING CALL**  
      **DATE:** 7/23/13  
      **TIME:** 5:36 PM  
      **CALLER:** GAYLE FREEDLING  
      **CALLER ADDRESS:**  
      9620 WEST RIMROCK DRIVE, PEORIA, ARIZONA 85382  
      **PHONE:** EMAIL:  
      **CALLER REMARKS/QUESTIONS:**  
      I support the project for the freeway. |
I live in the unincorporated Dusty Lane neighborhood wedged between Laveen and the reservation. I fully support the extension of the Loop 202, South Mountain Freeway.

Even though it will spoil a bit of my view and be pretty close to my house, the area needs the freeway. It is a growing community close to downtown that is very under served. And beyond the fact that Laveen needs the services the freeway would bring, the valley as a whole needs an alternate way to get from one side to another. Too much traffic bottlenecks on the I-10 tunnel area, causing massive delays.

Laura Freer
14011 S 43rd Dr
Laveen, AZ 85339

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

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

My life depends on maintaining my asthma which I only got since the South Mountain air quality has worsened. In 2009 when I started walking for my health on south mountain next to my home for 14 years I got a brand new asthma condition in my 40’s! I almost died from this in 2009. For this and many other reasons, the proposed freeway would cause more problems than it would solve. The lower standard of gasoline allowed by the state to be used in the name of economy plus a freeway such as this will push the air quality over safe limits.

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

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

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

The freeway will also exacerbate urban sprawl and further burden Arizona’s taxpayers. Its construction would continue ADOT’s trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center. Please help protect our communities, our health, and our environment by selecting the No Action alternative.
Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.

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<td>Neighborhoods/Communities</td>
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2 Purpose and Need, Truck Bypass

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

3 Noise

4 Air Quality

5 Hazardous Materials

6 Purpose and Need, Lack of Support
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<tbody>
<tr>
<td>7</td>
<td>Groundwater</td>
<td>Impacts on water are addressed in the Water Resources Section of the Final Environmental Impact Statement, beginning on page 4-101, including groundwater and surface waters.</td>
</tr>
<tr>
<td>8</td>
<td>Neighborhoods/Communities</td>
<td>While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.</td>
</tr>
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4. Noise

5. Air Quality
While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).

A search of the Arizona Mineral Industry Location System database, examination of aerial photographs and topographic maps, and field investigation were completed to identify mineral resources and mines in the Study Area. These efforts identified one gold mining claim, six unknown mining claims, and several mining features in the vicinity of the South Mountains. None of these mining claims or features are located within the proposed freeway alignment.

Impacts on water are addressed in the Water Resources Section of the Draft Environmental Impact Statement, beginning on page 4-93, including groundwater and surface waters. Water impacts are also addressed in the Waters of the United States Section of the Draft Environmental Impact Statement, beginning on page 4-108, which focuses on the Salt River, washes, and canals.

Utilities are discussed beginning on page 4-162 of the Draft Environmental Impact Statement, and a summary of major impacts is provided in Table 4-53 on page 4-163. The high-voltage power lines located just south of Pecos Road that run east-west would not be adversely affected by the proposed freeway. They would remain as-is.

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
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<td>1</td>
<td>MS. FRITZ: Carolyn S. Fritz, 3162 East Dry Creek Road, and that's in Phoenix, 85048. What I am concerned about is that the alternative using the 885 corridor for trucks was not examined closely enough or broadly enough to -- because this -- this section on -- along Pecos Road and at 10 will become a truck bypass. That's what concerns me. The traffic, the pollution, the noise, and this is a bedlam community here. I mean, this is all residences with schools and churches, and that will impact every person who lives here, every person who goes to school here, every person who worships here at the churches. That's my -- I think it will decimate, you know, this community. It's a beautiful community. What were they thinking? They just didn't think it through. There are other better alternatives, and the 885 is a better alternative. I really don't see a need for the -- for the extension of the 202.</td>
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<tr>
<td>2</td>
<td>The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other &quot;loop&quot; freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. The State Route 85/Interstate 8 Alternative was evaluated for the proposed project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.</td>
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<td>3</td>
<td>The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Final Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.</td>
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<td>Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.</td>
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<td>5</td>
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<td>7</td>
<td>Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)</td>
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<td>2</td>
<td>Traffic</td>
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<td>3</td>
<td>Alternatives, E1 Alternative</td>
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<td>4</td>
<td>Hazardous Materials</td>
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<td>Trucks</td>
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<td>6</td>
<td>Health Effects</td>
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<td>Traffic</td>
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<td>9</td>
<td>Purpose and Need, Old Plan or Use of Old Data</td>
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<td>10</td>
<td>Traffic</td>
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<td>Code</td>
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<td>11</td>
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<td>12</td>
<td>Geology</td>
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<td>13</td>
<td>Section 4(f) and Section 6(f)</td>
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<td>Visual Resources</td>
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<td>Biology, Plants, and Wildlife</td>
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<td>21</td>
<td>Alternatives, Gila River Indian Community Alignment</td>
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<td>5</td>
<td>Acquisitions and Relocations</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix. Construction of the proposed facility would likely generate additional business and jobs in the corridor upon implementation because of the improved access it would provide.</td>
</tr>
<tr>
<td>6</td>
<td>Design</td>
<td>The Interstate 10/State Route 202 Loop (Santan Freeway) system traffic interchange was designed to accommodate the future connection of the South Mountain Freeway. No major reconstruction would be necessary at that location. The freeway construction staging plan for the area along Pecos Road would allow for keeping east-west travel open during construction. One side of the freeway would be constructed while traffic remained on Pecos Road. When complete, traffic would be shifted from Pecos Road to the new freeway. At that time, the other side of the freeway would be built. Therefore, traffic would be able to continue to operate as it currently does during construction. However, temporary detours may be needed during construction. (See Final Environmental Impact Statement page 3-27.)</td>
</tr>
<tr>
<td>7</td>
<td>Section 4(f) and Section 6(f)</td>
<td>There would be no impacts on Pecos Park (see Final Environmental Impact Statement pages 5-12 and 5-13).</td>
</tr>
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<td>8</td>
<td>Alternatives, E1 Alternative</td>
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</table>
From: MAGGIE O’DONNELL [mailto:maggiellen@msn.com]
Sent: Friday, May 17, 2013 9:52 PM
To: Projects
Subject: 202 Red Mountain

To whom it may concern,

I BEG you to call it something other than another 202! Traffic reporters on the radio already can’t seem to manage to call the Red Mountain and San Tan portions of the 202 by their names...“an accident on the 202 at ______”. Come on! Give us a break. Many streets enter and exit both of them!

Thanks for reading.
Maggie Froncek
### TELEPHONE CONVERSATION RECORD
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

<table>
<thead>
<tr>
<th>DATE</th>
<th>TIME</th>
<th>CALLER</th>
<th>ADDRESS</th>
<th>PHONE</th>
<th>EMAIL</th>
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</thead>
<tbody>
<tr>
<td>05/13/13</td>
<td>4:42 PM</td>
<td>MARY KAE FRONHEISER</td>
<td>1851 E. OXFORD DRIVE, TEMPE, AZ 85283</td>
<td>480-775-6077</td>
<td></td>
</tr>
</tbody>
</table>

**CALLER REMARKS/QUESTIONS:**

I support the construction of the South Mountain Freeway. Thank you.

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<td>1</td>
<td></td>
<td>Comment noted.</td>
</tr>
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</table>
From: Projects
To: ADOT
Subject: FW: All in
Date: Monday, May 20, 2013 8:33:36 AM

From: david frost [mailto:frosty85234@yahoo.com]
Sent: Friday, May 17, 2013 9:56 PM
To: Projects
Subject: All in

Thanks

Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.
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<td>1</td>
<td>Public Involvement</td>
<td>Public comments are a vital component in the decision-making process. Public comments have been solicited from project inception and through key milestones in the environmental impact statement process. The interests and needs of the public, along with all other social, economic, and environmental issues and impacts, must be fully analyzed and included in the Draft and Final Environmental Impact Statements. Comments made during development of the Draft Environmental Impact Statement have been used to adjust plans, explore new questions, or make changes—all within the scope of the National Environmental Policy Act. Public comments received on the Draft Environmental Impact Statement were reviewed and addressed in the Final Environmental Impact Statement. Public comments received on the Final Environmental Impact Statement will also be considered and addressed as appropriate. More information about the entire public involvement process is available in Chapter 6, Comments and Coordination, of the Final Environmental Impact Statement.</td>
</tr>
<tr>
<td>2</td>
<td>Alternatives</td>
<td>A Riggs Road Alternative was considered. It would replace 51st Avenue south of its connection to Interstate 10 (Papago Freeway) for approximately 21 miles. It would then replace approximately 4 miles of Bethel Lane in an easterly direction. At the Riggs Road/State Route 347 intersection, the alternative would replace approximately 3 miles of Riggs Road before connecting to Interstate 10 (Maricopa Freeway) (see Final Environmental Impact Statement page 3-9). While the Riggs Road Alternative would serve regional mobility needs, particularly of those living in the Maricopa area, meeting this travel demand would not address specific planning goals for an integrated regional transportation network. The Regional Transportation Plan identifies the proposed South Mountain Freeway as a critical link in the Regional Freeway and Highway System. The Riggs Road Alternative would not complete the Phoenix metropolitan area’s loop system as part of State Route 202L, thereby causing substantial out-of-direction travel for motorists. Therefore, the Riggs Road Alternative would not meet the project’s purpose and need criteria and was eliminated from further study. In addition, nearly two-thirds of any alternative using Riggs Road would be on Gila River Indian Community land. Tribal sovereignty is based on the inherent authority of Native American tribes to govern themselves. While this notion of sovereignty is manifested in many areas, generally Native American land is held in trust by the United States. Native American communities have the authority to regulate land uses and activities on their lands. States have very limited authority over activities within tribal land (see page 2-1 of the Final Environmental Impact Statement). From a practical standpoint, this means that the Arizona Department of Transportation and Federal Highway Administration do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or condemn tribal land for public benefit through an eminent domain process.</td>
</tr>
<tr>
<td>3</td>
<td>Alternatives</td>
<td>While the City has some ability to control development through its zoning ordinances, the City does not have the authority to stop private land from being developed. The Arizona Department of Transportation was able to acquire large tracts of land along the Pecos Road alignment in the 1980s, but funding shortfalls kept the Arizona Department of Transportation from acquiring all of the needed land. Developers were aware of the potential freeway and made the decision to develop the land despite the risk that the freeway would eventually be built. Information related to freeway awareness and the responsibilities of the City of Phoenix, developers, and the Arizona Department of Transportation related to disclosure of the planning for the freeway is presented on page 4-13 of the Final Environmental Impact Statement.</td>
</tr>
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</table>

Comment from citizens without any responsible action on the part of ADOT, makes this a download of information to the public there is no upward communication that commands respect and reaction from ADOT this is a just a complacent reply to public disapproval of this project. ADOT will do whatever it deems necessary. These meetings are also a waste of public moneys as there is no one truly listening to the public opinion. It is a waste of time as this process is flawed!! Please don't present it as an opportunity to change the process. You have not listened to the most cost effective plan. Following Riggs Road alignment. Geometrical symmetry is the only concern, well that and the waste of public funds paying for property that has been paid for before the City then bought it again. (investigation into who profited is called for!) Schools, parks, homes, and destruction of environment will cost more because it was purchased at more than three times the cost of using existing alignments and alignments previously paid for. Riggs is the only and most economical alignment. Face the truth there are not that many trucks coming from the east valley. or those would travel existing West bound traffic. Again the Pecos Roads is merely a trucking route, In addition, nearly two-thirds of any alternative using Riggs Road would be on Gila River Indian Community land. These alternatives do not present it as an opportunity to change the process. You have not listened to the most cost effective plan. Following Riggs Road alignment. Geometrical symmetry is the only concern, well that and the waste of public funds paying for property that has been paid for before the City then bought it again. (investigation into who profited is called for!) Schools, parks, homes, and destruction of environment will cost more because it was purchased at more than three times the cost of using existing alignments and alignments previously paid for. Riggs is the only and most economical alignment. Face the truth there are not that many trucks coming from the east valley. or those would travel existing West bound traffic. Again the Pecos Roads is merely a trucking route,
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<td>4</td>
<td>Alternatives</td>
<td>Information related to origins and destinations of motorists that would use the proposed freeway is presented in Figure 3-18 on page 3-36 of the Final Environmental Impact Statement. The definition of freeway users considers only those motorists who travel through the South Mountains; so, motorists who begin their trips in Ahwatukee Foothills Village and travel east to Interstate 10 (Maricopa Freeway) or motorists who begin in Laveen Village and travel north to Interstate 10 (Papago Freeway) are not counted in the analysis. The analysis of origins and destinations shows that 75 percent of travelers would be involved in trips beginning or ending in the Study Area or areas immediately surrounding it. Nine percent of the trips would begin, end, or begin and end outside of the Maricopa Association of Governments region; seven percent would either begin or end in Pinal County.</td>
</tr>
<tr>
<td>5</td>
<td>Purpose and Need, Truck Bypass</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.</td>
</tr>
<tr>
<td>6</td>
<td>Alternatives</td>
<td>The double-deck option suggested in the comment would have similar benefits and impacts as the Bridge Alternatives evaluated in the Final Environmental Impact Statement (see pages 3-13 and 5-20). Options to build a bridge through or over the South Mountains were eliminated from further study because of incident management, constructibility and maintenance issues, future expansion limitations, substantially higher estimated construction costs, and undesirable intrusion-related impacts.</td>
</tr>
<tr>
<td>7</td>
<td>Alternatives, No-Action (No-Build) Alternative</td>
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1. Purpose and Need, Lack of Support

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

2. Cultural Resources

3. Air Quality

4. Alternatives

A Riggs Road Alternative was considered. It would replace 51st Avenue south of its connection to Interstate 10 (Papago Freeway) for approximately 21 miles. It would then replace approximately 4 miles of Beltline Road in an easterly direction. At the Riggs Road/State Route 347 intersection, the alternative would replace approximately 3 miles of Riggs Road before connecting to Interstate 10 (Maricopa Freeway) (see Final Environmental Impact Statement page 3-9). While the Riggs Road Alternative would serve regional mobility needs, particularly of those living in the Maricopa area, meeting this travel demand would not address specific planning goals for an integrated regional transportation network. The Regional Transportation Plan identifies the proposed South Mountain Freeway as a critical link in the Regional Freeway and Highway System. The Riggs Road Alternative would not complete the Phoenix metropolitan area’s loop system as part of State Route 202L, thereby causing substantial out-of-direction travel for motorists. Therefore, the Riggs Road Alternative would not meet the project’s purpose and need criteria and was eliminated from further study.

In addition, nearly two-thirds of any alternative using Riggs Road would be on Gila River Indian Community land. Tribal sovereignty is based in the inherent authority of Native American tribes to govern themselves. While this notion of sovereignty is manifested in many areas, generally Native American land is held in trust by the United States. Native American communities have the authority to regulate land uses and activities on their lands. States have very limited authority over activities within tribal land (see page 2-1 of the Final Environmental Impact Statement). From a practical standpoint, this means that the Arizona Department of Transportation and Federal Highway Administration do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or condemn tribal land for public benefit through an eminent domain process.
Public Involvement

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Alternatives

A Riggs Road Alternative was considered. It would replace 51st Avenue south of its connection to Interstate 10 (Papago Freeway) for approximately 21 miles. It would then replace approximately 4 miles of Beltline Road in an easterly direction. At the Riggs Road/State Route 347 intersection, the alternative would replace approximately 3 miles of Riggs Road before connecting to Interstate 10 (Maricopa Freeway) (see Final Environmental Impact Statement page 3-9). While the Riggs Road Alternative would serve regional mobility needs, particularly those living in the Maricopa area, meeting this travel demand would not address specific planning goals for an integrated regional transportation network. The Regional Transportation Plan identifies the proposed South Mountain Freeway as a critical link in the Regional Freeway and Highway System. The Riggs Road Alternative would not complete the Phoenix metropolitan area’s loop system as part of State Route 202L, thereby causing substantial out-of-direction travel for motorists. Therefore, the Riggs Road Alternative would not meet the project’s purpose and need criteria and was eliminated from further study.

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**Comment Response Appendix**

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<th>Comment Document</th>
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</table>
| Bailly, Becky | From: Scout Frost <frostyaz@hotmail.com>  
Sent: Wednesday, May 29, 2013 6:22 PM  
To: Projects  
Stop this waste of public funds. NO ONE ADOT LISTENS TO THE OBJECTIONS FROM THIS COMMUNITY! Or at least no action comes of it. THIS IS A WASTE OF PUBLIC FUNDS AND TIME. The Riggs Road alignment is the compromised solution. Alignment is paid for double decker roadway is the most economical solution, more land will not have to be purchased or destroyed, smog will be removed from over schools and homes. Stop this travesty! Stop symmetry sake  
M Frost  
Sent from my iPhone. |

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| 4    | Design | A double deck freeway would cost more to construct and maintain than a freeway alternative that would be at grade. |
From: Fujino, Mario [mailto:MFujino@azdes.gov]
Sent: Friday, May 24, 2013 2:59 PM
To: Projects
Subject: South Mountain Freeway

The south mountain freeway needs to be built to improve the development of the valley. I live in the Southwest area of Phoenix and think the only way that this area can grow like the other parts of the valley is through building this freeway. Currently, there are no major shopping malls or car dealerships in the area. Building this freeway will be the only way these will come to the area and help the economy of Phoenix in the process.

Mario Fujino
Arizona Department of Economic Security
Department of Aging and Adult Services
Phone: (602) 542-3268
Fax: (602) 542-6655

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

**From:** Projects  
**To:** ADOT  
**Subject:** FW: South mountain freeway  
**Date:** Friday, May 24, 2013 2:58:02 PM

---

Original Message:

From: Mario Fujino [mailto:mario56562@yahoo.com]  
Sent: Friday, May 24, 2013 2:49 PM  
To: Projects  
Subject: South mountain freeway  

The south mountain freeway needs to be built

---

Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.
<table>
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<tr>
<td>From: Donald Fuller [<a href="mailto:donjaneazco@gmail.com">mailto:donjaneazco@gmail.com</a>]</td>
<td>To: Projects</td>
</tr>
<tr>
<td>Subject: 202 extension</td>
<td>Date: Tuesday, July 23, 2013 8:15:21 AM</td>
</tr>
</tbody>
</table>

From: Donald Fuller [mailto:donjaneazco@gmail.com]  
To: Projects  
Sent: Monday, July 22, 2013 7:42 PM  
Subject: 202 extension  

I disagree that it should replace Pecos Road. Laying a freeway over Pecos road will demolish over 300 private homes, ruin South Mountain, sacred to the tribe, plus Mountain Park Community Church, home to hundreds of good Christians. The church could not be replaced within 10-20 miles (where is the vacant land that would allow a church that size to be built?). The church’s spacious auditorium is also a venue for entertainers and other non-church activities, best for miles around.

A freeway that is built this close to residences, schools, and churches will infest it will noise, pollution, and displacement. 1,000 or more citizens who moved to Ahwatukee because they loved the location. How many years would the residents endure noise, dust, and roadblocks and detours during construction?

Who approved the construction of homes, schools, and churches along Pecos when plans were in place many years would the residents endure noise, dust, and roadblocks and detours during construction?

I vote for pushing negotiations with the GRIC.

I agree that 202 should be extended to create access to the west side, and relieve traffic thru downtown Phoenix.

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<td>13</td>
<td><strong>Acquisitions and Relocations</strong></td>
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<tr>
<td>14</td>
<td><strong>Alternatives, Gila River Indian Community Alignment</strong></td>
</tr>
</tbody>
</table>
From: Kari Fumusa [mailto:karifumusa@cox.net]
Sent: Tuesday, May 21, 2013 9:07 AM
To: Projects
Subject: Yes vote on loop 202

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

Attention to: study team panel

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

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

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

- 64.3% of likely voters in Maricopa County support construction of this freeway
- In a separate study, also commissioned by We Build Arizona, 59% of likely voters in Ahwatukee and Laveen Support this freeway as well.
- It is time to end the commuter traffic jams and congestion we experience not having easy access to the freeway and connection of the East/West Valley.

(Comment codes begin on next page)
If we don't build the South Mountain freeway, traffic in the region will get much worse over the next two decades. According to ADOT's own study:

- Traffic on the I-10 between Ahwatukee and Goodyear will grow 28%.
- Another 103,000 cars will use Broadway Curve each day.
- Another 38,000 cars will jam the Tunnel every day.
- Morning and evening commute times will increase 39% to 82%.
- Traffic congestion on city streets will increase 46%.

The same report indicates the project will also reduce air pollution by reducing the time vehicles spend stuck in traffic.

The project will create 30,000 jobs during the five to six year construction period and result in a $2 Billion investment in the Phoenix-area economy.

The money to build the freeway is in the budget, it was voted on and approved TWICE (1985 & 2004 respectively), we voted for the 1/2cent tax increase in 2004 to support the build.

There is no more important project to the area's commuters and workers than the South Mountain Freeway project. Please vote to Build It NOW!

Please consider the following request when making your YES vote:

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

Thank you in advance for your vote of YES to support of this freeway!
Sincerely,
Matt and Kari Fumusa
2810 W. Harvest Groves LN
Phoenix, AZ 85041
<table>
<thead>
<tr>
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<td>TIME: 3:01 PM</td>
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### Neighborhoods/Communities

While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).

### Economics, Socioeconomics

A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138–47; "Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor"). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.

### Acquisitions and Relocations

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix. The address noted in the comment would be located outside of the current right-of-way footprint for the proposed freeway. Aerial maps showing the proposed freeway (W59 and E1 Alternatives) are accessible at the project Web site: <azdot.gov/southmountainfreeway>.

---

**From:** Michelle Thompson  
**To:** ADOT  
**Subject:** FW: Proposed Pecos Alignment of the South 202  
**Date:** Friday, May 03, 2013 9:41:12 AM

Michelle Thompson  
Senior Community Relations Officer  
3055 W. Jackson St.  
Phoenix, AZ 85007  
602.316.4057  
azdot.gov

---

**From:** Beth Gagnon  
**Sent:** Thursday, May 02, 2013 11:56 PM  
**To:** Projects  
**Subject:** Proposed Pecos Alignment of the South 202

In all of the meetings, hearings, etc. that I have attended over the years to stay informed and express my opposition to the proposed South 202 truck bypass (because lets be real, it is not to aid in the commute to downtown Phoenix) my house was shown to sit in the “footprint” of homes that would be bought and destroyed by the State in the construction of the freeway. In looking at your recent “flyover” videos, however, it looks as though now the freeway will simply be in my backyard and my house will not be destroyed structurally, but financially, as it will no longer be worth a dime!

Can you please clarify for me what the exact proposed future of my home is? My property is located at 3139 E. Redwood Court (the northwest corner of Pecos & 32nd street). Due to multiple health issues as well as the potential loss of my current employment, I need to know as much information as possible regarding my relocation options and the timeframes for acquisition of my property as soon as possible.

Thank you for your assistance in this matter.

Beth Gagnon
Health Effects

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

Traffic

The traffic projections used in the traffic analysis are from the Maricopa Association of Governments regional travel model, as certified by the Federal Highway Administration and reviewed by the U.S. Environmental Protection Agency for air quality conformity (see Draft Environmental Impact Statement page 3-27). Traffic projections are regularly updated by the Maricopa Association of Governments. The traffic projections in the Draft Environmental Impact Statement are from a model adopted in 2011. When the Maricopa Association of Governments adopts new socioeconomic projections and traffic projections, it will be reflected in the study documents. Key model inputs used to forecast travel demand included (see Table 3-7 on Draft Environmental Impact Statement page 3-27):

- socioeconomic data based on the adopted general plans of Maricopa Association of Governments members, which includes projected growth in population, housing, and employment (including proposed commercial centers), along with economic forecasts and the existing and planned transportation infrastructure as identified by Maricopa Association of Governments members
- the anticipated average number of vehicle trips within the region (including those to and from the region’s households) on a daily basis (this number is tracked regularly by the Maricopa Association of Governments)
- the distribution of transportation modes used by travelers in the Maricopa Association of Governments region (also tracked regularly by the Maricopa Association of Governments)
- the capacity of the transportation infrastructure to accommodate regional travel
- the future transportation infrastructure established using Regional Transportation Plan-planned projects and improvements and from known arterial street network improvements assumed to be made by the County, Cities, and private developers

The Maricopa Association of Governments approved new socioeconomic projections in June 2013. The new data are presented in the Final Environmental Impact Statement (see page 1-11). Although slower growth in total vehicle miles traveled was noted, the need for the freeway did not change. The revised traffic analysis validated that the proposed project is needed today.
Cultural Resources

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

As discussed on page 4-147 of the Draft Environmental Impact Statement, a programmatic agreement was developed for the project to establish a process for consultation, review, and compliance with federal and State preservation laws as the effects of the project on historic properties become known. The programmatic agreement states that any data recovery on federal lands necessitated by the project must be permitted under the Archaeological Resources Protection Act in accordance with the federal land-holding agency and that, in the event any data recovery for the project should take place on tribal lands, all applicable permits would be obtained. Because the project is proposed, a programmatic agreement is in place to address data recovery on federal and tribal lands, and no excavations have yet occurred. The proposed freeway is and will continue to be in compliance with the Archaeological Resources Protection Act.

Environmental Justice/Lifestyle

The Draft Environmental Impact Statement describes a decade-long consultation and coordination effort led by the Arizona Department of Transportation and the Federal Highway Administration with the Gila River Indian Community and other Native American tribes. As a result of the consultation, the cultural importance of the South Mountains is acknowledged in the Draft Environmental Impact Statement in several locations, notably page 5-26. The proposed project would accommodate and preserve (to the fullest extent possible from the available alternatives) access to the South Mountains for religious practices.

Section 106 of the National Historic Preservation Act requires a government-to-government relationship between the Federal Government and Indian tribes as described beginning on page 4-140 of the Final Environmental Impact Statement. Section 106 requires federal agencies take into account the effects of their undertakings on historic properties and requires consultation with tribal authorities. Consultation has occurred with Gila River Indian Community government officials, the Tribal Historic Preservation Officer, the Cultural Resource Management Program, other tribes, and the State Historic Preservation Office and has led to concurrence from the Gila River Indian Community Tribal Historic Preservation Office and the State Historic Preservation Office on National Register of Historic Places eligibility recommendations (including traditional cultural properties like the South Mountains), project effects, and proposed mitigation and measures to minimize harm. This consultation has been ongoing and will continue until any commitments in a record of decision are completed.

The section entitled Title VI and Environmental Justice, beginning on page 4-29 in the Draft Environmental Impact Statement, presents acceptable methods, data, and assumptions to assess the potential for disproportionately high and adverse effects from the proposed action on environmental justice populations and disparate impacts to populations protected under Title VI. Based on the content of the section, no such effects would result from the action alternatives.

In light of comments received on the Draft Environmental Impact Statement, the above-referenced conclusions were confirmed in the preparation of the Final Environmental Impact Statement. To provide further clarity, the discussions of environmental justice and Title VI were separated and additional text explaining the relationship of environmental justice and Title VI to various environmental elements was added throughout Chapter 4, Affected Environment, Environmental Consequences, and Mitigation, as exemplified by the inserted text on page 4-29 of the Final Environmental Impact Statement.
The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

<table>
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<tr>
<th>Code</th>
<th>Issue</th>
<th>Response</th>
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<tbody>
<tr>
<td>5</td>
<td>Trucks</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.</td>
</tr>
<tr>
<td>6</td>
<td>Air Quality</td>
<td>Summary information about the findings of the Joint Air Toxics Assessment Project study is provided as background information in the Draft and Final Environmental Impact Statements, but the study itself is not relevant to the type of analysis done pursuant to the Federal Highway Administration’s mobile source air toxics guidance, which is an emissions analysis. Monitored ambient concentrations of mobile source air toxics (the focus of the Joint Air Toxics Assessment Project) do not inform this type of analysis. While monitoring data can be useful for defining current conditions in the affected environment (to the extent that the monitoring data are current), they don’t tell us anything about future conditions, or the impacts of the project itself, which is why an emissions analysis was performed. The mobile source air toxic analysis presented beginning on page 4-77 of the Final Environmental Impact Statement is an estimated inventory of mobile source air toxic emissions for the entire Study Area for 2025 and 2035. This approach was used because the inventory estimate accounts for changes in traffic and emissions on all roadways affected by a proposed project, and would, therefore, be a more reliable predictor of changes in exposure to mobile source air toxics. The Draft and Final Environmental Impact Statements present information and analysis about the proposed action and the enhanced conditions when compared against the No-Action Alternative and would not cause significant adverse effects. The Federal Highway Administration and Arizona Department of Transportation Draft and Final Environmental Impact Statements account for the potential effects when considering both adverse and beneficial impacts. The Draft and Final Environmental Impact Statements provide in-depth discussion of potential air quality impacts of the proposed alternatives. The carbon monoxide analysis presented on page 4-65 of the Draft Environmental Impact Statement and updated on page 4-75 of the Final Environmental Impact Statement represents projected carbon monoxide concentrations along the project corridor, including those proposed interchange locations along the South Mountain Freeway corridor. The Arizona Department of Transportation also conducted a quantitative particulate matter (PM(<em>{10})) hot-spot analysis that is discussed on page 4-76 of the Final Environmental Impact Statement. Both of these analyses demonstrate that the health-based National Ambient Air Quality Standards for carbon monoxide and particulate matter (PM(</em>{10})) would not be exceeded at worst-case locations along the project corridor. The emission modeling developed for the proposed action showed that for the mobile source air toxics study area, there would be little difference in total annual emissions of mobile source air toxics emissions between the Preferred and No-Action Alternatives (less than a 1 percent difference) in 2025 and 2035. With the Preferred Alternative in 2035, modeled mobile source air toxics emissions would decrease by 57 percent to more than 90 percent, depending on the pollutant, despite a 47 percent increase in vehicle miles traveled in the Study Area compared with 2012 conditions (see discussion beginning on page 4-77 of the Final Environmental Impact Statement).</td>
</tr>
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</table>
7 (cont.) The carbon monoxide and particulate matter (PM\textsubscript{10}) analyses demonstrated that the proposed freeway would not contribute to any new localized violations, increase the frequency or severity of any existing violation, or delay timely attainment of the National Ambient Air Quality Standards or any required interim emissions reductions or other milestones.

8 Hazardous Materials The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

9 Air Quality As noted on page 4-76 of the Final Environmental Impact Statement, since ozone is a regional pollutant, there is no requirement to analyze potential impacts and no possibility of localized violations of ozone to occur at the project level. The Maricopa Association of Governments is responsible for developing plans to reduce emissions of ozone precursors in the Maricopa area. The Preferred Alternative is included in the Regional Transportation Plan that has been determined by the U.S. Department of Transportation to conform to the State Implementation Plan on February 12, 2014.

10 Purpose and Need, Old Plan or Use of Old Data The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

11 Alternatives, W59 Alternative Versus W101 Alternative

12 Air Quality Data from various Maricopa County Air Quality Department monitoring sites were used in the air quality analyses. Siting, operation, and recording information from monitoring sites are the responsibility of the Maricopa County Air Quality Department. See <maricopa.gov/aq/>. The monitoring information used in the air quality analyses is discussed in greater detail in the air quality technical report prepared for the project which is available on the project Web site at <azdot.gov/southmountainfreeway>. The results of the analyses are summarized in the Final Environmental Impact Statement. According to U.S. Environmental Protection Agency guidance, new monitors are not necessary to analyze air quality impacts.

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

14 Alternatives The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Draft Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.
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<th>Code</th>
<th>Issue</th>
<th>Response</th>
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<tbody>
<tr>
<td>1</td>
<td>Purpose and Need, Old Plan or Use of Old Data</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.</td>
</tr>
<tr>
<td>2</td>
<td>Heat Island</td>
<td>As buildings, parking lots, roads, and other infrastructure replace open land and vegetation, an urban heat island may result. The heat island effect is of a regional nature and, therefore, there is no requirement to analyze potential impacts and no possibility of determining the localized contribution at the project level to the regional heat island effect. It is likely, however, that a proposed project such as the South Mountain Freeway would be a minor contributor to the overall issue.</td>
</tr>
<tr>
<td>3</td>
<td>Alternatives</td>
<td>There is only one action alternative studied in detail in the Eastern Section of the Study Area in the Draft and Final Environmental Impact Statements. While an alignment on Gila River Indian Community land was considered, it was ultimately eliminated from detailed study (see page 3-24 of the Final Environmental Impact Statement). The Community Alignment, as depicted in Figure 3-11 on page 3-25 of the Final Environmental Impact Statement would not result in the relocation of any residences on Gila River Indian Community land.</td>
</tr>
<tr>
<td>4</td>
<td>Health Effects</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.</td>
</tr>
<tr>
<td>5</td>
<td>Cultural Resources</td>
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<td>6</td>
<td>Section 4(f) and Section 6(f)</td>
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<tr>
<td>7</td>
<td>Air Quality</td>
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<tr>
<td>8</td>
<td>Noise</td>
<td></td>
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<tr>
<td>9</td>
<td>Acquisitions and Relocations</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Sierra Club Report</td>
<td>The Arizona Department of Transportation and the Federal Highway Administration respectfully disagree with the referenced Sierra Club Report. As noted in the Final Environmental Impact Statement, when compared with the No-Action Alternative, the Preferred Alternative would result in less energy consumption (page 4-172), regional improvements to air quality (page 4-74) that would be expected to produce health benefits, and economic benefits of reducing regional traffic congestion (page 4-65), and would be consistent with local and regional long-range planning efforts (page 4-18).</td>
</tr>
<tr>
<td>11</td>
<td>Biology, Plants, and Wildlife</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.</td>
</tr>
<tr>
<td>12</td>
<td>Alternatives, No-Action (No-Build) Alternative</td>
<td></td>
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</table>
pollution would collect worse than the 101 highway or the 802 as they are not between mountain ranges. And, the particulate matter would adversely affect the Chincoteague residents, especially the children. I agree with the stakeholders in this letter fully!

Sincerely,

[Signature]
Comment Response Appendix

• B1669

Code Comment Document

1 of our 2,600 members, the greater Phoenix Chamber of Commerce agrees it is time to build the South Mountain Freeway. We support investments in transportation projects that will improve mobility and contribute to economic development, environmental quality and jobs. We need the jobs, and we want the investment.

It's time to relieve the congestion in the southern portion of our metropolitan region, and allow for free movement of people and commerce. As we supported it 25 years ago, we support it again today. Thank you so much for the opportunity to provide comment.

THE FACILITATOR: Thank you, Kate Gallego.

MS. GALLEGRO: Hello, I'm Kate Gallego, South Mountain resident. Former chair of the Environmental Quality Commission in Phoenix, and I'm here in support of the freeway. I think it will relieve congestion and stop some of the cut-through traffic. It will bring important economic development to Laveen and job creation, creating over 30,000 jobs.

It's an important part of our transportation network. It needs to be part of a

Comment noted.

Code Issue Response

1 Comment noted.
1 multi-modal network, so we need commuter rail. I
2 hope eventually we will have light rail coming up to
3 Baseline and then to -- to connect with this freeway,
4 so we do need all forms of public transportation, but
5 we need this freeway.
6 Thank you.
7 THE FACILITATOR: Thank you.
8 Alexander Soto.
9 If you'd like to speak, please go out to
10 the registration desk, get registered, and we'll have
11 your name up here.
12 Thank you.
13 MR. SOTO: I'm Alex. So go?
14 (Speaks in foreign language) Alex Soto,
15 (speaks in foreign language), I'm from the community
16 cells of the Tohono O'odham Nation. I currently live
17 here in Phoenix, Arizona, and I'm here to comment
18 against this freeway.
19 Overall, this South Mountain Freeway is an
20 attack on my civil rights as an indigenous person.
21 And the lack of cultural consideration that is in
22 this EIS is shocking. It is a fact that, I know
23 there's a lot of civil rights statutes and protocol
24 that an EIS would include towards communities of
25 color, in particular ones that have been historically
<table>
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<tr>
<th>Code</th>
<th>Comment Document</th>
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<tbody>
<tr>
<td></td>
<td>TELEPHONE CONVERSATION RECORD</td>
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<tr>
<td></td>
<td>SOUTH MOUNTAIN FREEWAY INFORMATION LINE</td>
</tr>
<tr>
<td></td>
<td>INCOMING CALL</td>
</tr>
<tr>
<td></td>
<td>DATE: 7/23/13</td>
</tr>
<tr>
<td></td>
<td>TIME: 12:45 PM</td>
</tr>
<tr>
<td></td>
<td>CALLER: LEO GAMBIDORO</td>
</tr>
<tr>
<td></td>
<td>CALLER ADDRESS: 1331 EAST [UNCLEAR] DRIVE, CHANDLER, ARIZONA 85249</td>
</tr>
<tr>
<td></td>
<td>PHONE: 480-883-8871</td>
</tr>
<tr>
<td></td>
<td>EMAIL:</td>
</tr>
<tr>
<td></td>
<td>CALLER REMARKS/QUESTIONS:</td>
</tr>
<tr>
<td></td>
<td>I am in 100% support of that new 202 Loop way. Glad to see it come alive, thank you.</td>
</tr>
<tr>
<td>1</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>Code</td>
<td>Comment Document</td>
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</tbody>
</table>
| 1    | **TELEPHONE CONVERSATION RECORD**  
SOUTH MOUNTAIN FREEWAY INFORMATION LINE  

<table>
<thead>
<tr>
<th>DATE</th>
<th>TIME</th>
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<tbody>
<tr>
<td>5/18/13</td>
<td>3:00 PM</td>
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<table>
<thead>
<tr>
<th>CALLER</th>
<th>CALLER ADDRESS</th>
</tr>
</thead>
<tbody>
<tr>
<td>JANAE GANAL</td>
<td>PARADISE VALLEY, AZ</td>
</tr>
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</table>

**CALLER REMARKS/QUESTIONS:**

I am in favor of the freeway, ah the South Mountain Freeway. Thank you.

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<tbody>
<tr>
<td>1</td>
<td></td>
<td>Comment noted.</td>
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The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

### 1. Alternatives, E1 Alternative

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

### 2. Neighborhoods/Communities

While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).

### 3. Alternatives, Gila River Indian Community Alignment

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

Comment noted.

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL
DATE: 05/13/13
TIME: 4:59 PM

CALLER: JOSE GARCIA
CALLER ADDRESS:
PHONE: EMAIL:

CALLER REMARKS/QUESTIONS:
Hi. I'm calling about support for the freeway, for the Loop 303 going through the South Mountain. I'd really like you guys to go ahead and finish that project, or even start the project. It's going to be a great relief on traffic if you could go ahead and start that project that would be great. Thanks. Bye.
From: Projects
To: ADOT
Subject: FW: Build the South Mountain Freeway
Date: Tuesday, May 14, 2013 9:46:48 AM

Build the south mountain freeway help reduce congestion and help lower pollution caused by delaying traffic. Thank you, Jim Gardner

Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/confidential information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.
So in conclusion, I guess, I just want to make sure that -- that all these comments against the freeway are realised and heard, and I want to make sure that this project does not go through to the highest bidder or whoever. It’s become a private project anyway. It’s all about money at this point. And I want to see the streets improved. I want to see more bike lanes. I want to see Complete Streets passed and moved forward with, and I support Mayor Stanton, in that I do not support the 202 Freeway.

Thank you very much. I appreciate your willingness to hear my comments.

If you could add something to that, one of the pro-202 speakers mentioned that we need a freeway in order to build a hospital in Laveen. And I believe the complete opposite is true. We need a hospital in Laveen before we build a freeway. We don’t need a freeway to get to a hospital.

That’s all.

MS. GARZA: Well, my name is Anna Garza, A-n-n-a, G-a-r-z-a. I am a living resident in ZIP Code 85239. And I’m here to share my comments.

I feel it is time to build the South Mountain Freeway. Our Valley commuters have waited long enough. In the meantime, we are -- we have traffic jams,
a lot of congestion as our community grows. The freeway
would help cut the congestion in an area, reduce air
pollution. 64 percent of the voters voted it in, and we
are still waiting.

Traffic on the I-10 between Ahwatukee and
Goodyear will grow about 20 percent and will have another
10 -- 103,000 cars that will use the Broadway curve each
day. Another 38,000 cars will jam the tunnel every day.

Morning and evening commute times will increase by
40 percent to almost 82 percent, and traffic congestion on
the city streets will increase by 46 percent unless they
build the freeway.

The project will create approximately 30,000
jobs during the five to six-year period -- construction
period and can -- will result in a 2 billion investment in
the Phoenix area economy. The building -- the money to
build the freeway is already in the budget and was
approved by voters twice; first in 1985 and again in '04.

So there is no more important project to the
area's commuters and workers than the South Mountain
Project Freeway. So we must build it now.

MR. KUEFER: William, last name K-u-e-f,
like Frank, -e-r.

Okay. I live in Laveen. And I'm very much
in favor of the proposed Freeway Extension 202.
With the continuous expansion of the west valley a 202 extension becomes an essential part of the growth of the Phoenix area. I live in the Laveen area and often commute to different areas around town. I fully support the expansion project and urge you to look at the positive impact this will have on the community at large. The environmental factors while a primary concern for many are fully addressed through this proposal and by eliminating travel barriers and restrictions for people from every city the highly populated areas will be positively impacted as well. The population growth is not going to change as a result of this expansion and the additional convenience will only allow for increased satisfaction amongst residents.
The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the "Responses to Frequently Submitted Public Comments" beginning on page B733 of this appendix.

1. Alternatives, No-Action (No-Build) Alternative

2. Air Quality

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today’s meeting, emailed to projects@adot.gov or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1503 W. Jackson Street, MD 124, Phoenix, AZ 85047.

FOR MORE INFORMATION: adot.gov/SouthMountainFreeway
Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-169 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.

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

According to the Arizona Department of Transportation, 2013, Air Quality Assessment South Mountain Freeway 202L Draft Report, review of wind data from the Gila River Indian Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows and stable atmospheric conditions, wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns tend to flow from the east to the lower elevations along the Gila River. During the warmer hours’ improved mixing, flows typically follow the river channel and come from the north and northwest.

Likewise, during a 1-month-long meteorological monitoring period (November 20, 2006, through December 21, 2006) at Pecos Road and 40th Street and a second 1-month-long monitoring period at Pecos Road and 24th and 40th streets (April 19, 2007, through May 21, 2007), winds during the morning hours typically were from the northeast. During the warmer hours, and with improved mixing, winds typically were from the west.

A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values. A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
As an 8 year resident of Laveen I fully support the freeway extension. This will allow us to travel to the southeast valley and west valley much quicker, as well as enticing larger restaurants and businesses to move in. Laveen and surrounding areas grew tremendously during the housing boom. I moved in during this time and was very excited at the prospect of the freeway and how it could benefit the community. This will allow us to keep more of our dollars in our community. Currently we have to drive 20-30 minutes for any sort of major shopping center, including Target, or a movie theater. And primarily the only full service restaurants are an Applebees and Native New Yorker. The residents of Laveen are of all income brackets and are in need of diverse shopping/dining opportunities. I can't believe 7 years later we are still in the discussion phases.

In regards to the impacts to the environment, homes and businesses, I know the freeway will be inconvenient to some but it is necessary in this ever growing population. I'm sure the I-10, 101 and 202 freeways caused ill effects to the environment and displaced homes and businesses but they are necessary for progress in the vastness of this valley. Also the layout has been clear for more than 10 years, so the residents of Ahwatukee had plenty of fair warning. I understand the concern on the part of the Indian community, but this freeway would also be beneficial to reaching the 3 Casinos they will be along its path. If we can avoid harming the sacred lands or South Mountain, let's use the alternative route.

If you have ever tried to get through the light at 51st Avenue heading West on Baseline road in the evening, you would see how much this freeway is needed. I've had to sit there for 10 minutes before as it gets really backed up. We need some relief, and opportunities for our residents.

The sooner the better in this humble opinion.

Thank you,
Stacy Gentry
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<th>Code</th>
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<td>1</td>
<td></td>
<td>Comment noted.</td>
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**TELEPHONE CONVERSATION RECORD**  
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

<table>
<thead>
<tr>
<th>INCOMING CALL</th>
<th>INCOMING CALL</th>
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</thead>
<tbody>
<tr>
<td>DATE: 5/15/13</td>
<td>TIME: 10:52 AM</td>
</tr>
<tr>
<td>CALLER: PHYLLIS GEORGE</td>
<td>CALLER ADDRESS: AHWATUKEE, AZ</td>
</tr>
<tr>
<td>PHONE</td>
<td>EMAIL</td>
</tr>
</tbody>
</table>

**CALLER REMARKS/QUESTIONS:**
I support the route around South Mountain to help with the congestion, thank you very much.
The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

1 be moving east to west, which would not happen if we had another reliever such as the Loop 202 around the mountain. With that, again, I strongly speak in support of the South Mountain freeway and I hope that we can get it done as soon as possible. Thank you.

THE FACILITATOR: Thank you.

Rohno Geppert.

Mr. Geppert, you have three minutes, here's the timer.

MR. GEPPERT: Hello. Thank you for allowing public comment. I appreciate the opportunity to speak. I am in favor of the alternative that connects to the west 101, any of those three alternatives just from a traffic flow perspective. The preferred alternative goes directly into where everything gridlocks at both rush hours, so I would appreciate if it could be moved as far west as possible so that trucks needing to bypass the downtown area won't be a part of the congestion so much as the ones that are currently going to bottleneck if it goes through the 51 corridor. Thank you for the time and I appreciate you taking those thoughts into consideration.

THE FACILITATOR: Thank you, sir.

Arthur Bivvins.

Mr. Bivvins, you have three minutes, here's the timer.
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<th>Code</th>
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</table>
| 1    | **TELEPHONE CONVERSATION RECORD**  
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**  
| INCOMING CALL | INCOMING CALL |
| DATE: | TIME: |
| 5/15/13 | 10:51 AM |
| CALLER: | CALLER ADDRESS: |
| TIMOTHY GERKE | 2025 EAST CATCLAW STREET, GILBERT, AZ 85296 |
| PHONE: | EMAIL: |
| |  
**CALLER REMARKS/QUESTIONS:**  
I am in major support of the freeway.  

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<th>Code</th>
<th>Issue</th>
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<td>1</td>
<td></td>
<td>Comment noted.</td>
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</table>
TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL
DATE: 6/13/13
TIME: 4:47 PM

CALLER
MARTHA GESSEL

PHONE
EMAIL

CALLER REMARKS/QUESTIONS:
I just want to leave a message that I do support the South Mountain freeway.  Thank you.

1

Comment noted.
The consequences related to pollution and noise at the current alignment will be dramatic. What made sense in 1985 does not make sense today. I strongly oppose this freeway.

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<th>Code</th>
<th>Issue</th>
<th>Response</th>
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<tbody>
<tr>
<td>1</td>
<td>Air Quality</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.</td>
</tr>
<tr>
<td>2</td>
<td>Noise</td>
<td></td>
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<tr>
<td>3</td>
<td>Purpose and Need, Old Plan or Use of Old Data</td>
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</table>
Short and simple.... I am voting a "no build" on the Loop 202 South Mountain Freeway. My main concerns consist of noise/air pollution, egress for South Mountain community members in emergency situations such as a hazardous material spill/release, degredation to South Mountain Preserve and all of the flora and fauna within its boundaries. With all of the new green technology and issues with the environment, I believe the money set aside for this project would be best spent increasing public transportation (i.e. buses, trains, etc...) instead of building more roads.

Jeff Gibbons

1. Noise
2. Air Quality
3. Hazardous Materials
4. Section 4(f) and Section 5(f)
5. Biology, Plants, and Wildlife
6. Alternatives, Nonfreeway Alternatives

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
Dear South Mountain Study Team,

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

I teach at a High School in Laveen, and commute there daily during the school year, and often in the summer. Freeways are a form of infrastructure for public transportation that no longer serve the future in the way they did in the 20th Century. ADOT’s mission must look beyond simplistic “build more” support to public transport; we built freeways during a time of increasing petroleum supply that is now ending. We need to find ways to connect local communities that are lower in maintenance, lower in energy use and in emitters. Freeways no longer serve us.

The freeway will exacerbate urban sprawl and further burden Arizona’s taxpayers. Its construction would continue ADOT’s trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.

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

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

The freeway would no doubt negatively affect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.

It is not obvious from inside an automobile, but freeways are like a will be lost, and more. This would set a terrible precedent by

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

1 Alternatives, No-Action (No-Build) Alternative

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

2 Alternatives

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

3 Neighborhoods/Communities

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

4 Purpose and Need

Although the region’s freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at intersections. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.

(Responses continue on next page)
### Code Comment Document

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<tr>
<td>3</td>
<td>wall of death for wildlife, a real barrier to movement. It is astonishing how many small animals are dead by the side of the road. The freeway will exacerbate urban sprawl and further burden Arizona’s taxpayers. Its construction would continue ADOT’s trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center. Please help protect our communities, our health, and our environment by selecting the No Action Alternative. We need to redevelop our local communities to reduce the need to travel, and to direct our resources toward maintaining existing infrastructure, rather than overbuilding for an obsolete technology. Thank you. Sincerely, Mr. William Gibson 1965 E Oxford Dr Tempe, AZ 85283-2345 (480) 577-3556</td>
</tr>
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### Code Issue Response

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<th>Code</th>
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<td>5</td>
<td>Air Quality</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.</td>
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<td>6</td>
<td>Health Effects</td>
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<td>7</td>
<td>Section 4(f) and Section 6(f)</td>
<td></td>
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<tr>
<td>8</td>
<td>Biology, Plants, and Wildlife</td>
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This is a time where the need to shift from greed and consumption is critical. We MUST think about the future of the environment and put that before ourselves. Please think about the message this is sending... we really don't need more freeways.

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
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<thead>
<tr>
<th>Code</th>
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<tbody>
<tr>
<td>1</td>
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<td>SOUTH MOUNTAIN FREEWAY INFORMATION LINE</td>
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<tr>
<td>DATE</td>
<td>7/23/13</td>
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<tr>
<td>TIME</td>
<td>4:44 PM</td>
</tr>
<tr>
<td>CALLER</td>
<td>PETE GILMORE</td>
</tr>
<tr>
<td>ADDRESS</td>
<td>4919 EAST SUNNYSIDE DRIVE, SCOTTSDALE, ARIZONA 85254</td>
</tr>
<tr>
<td>PHONE</td>
<td>EMAIL</td>
</tr>
<tr>
<td>CALLER REMARKS/QUESTIONS:</td>
<td>I support the freeway, the South Mountain freeway.</td>
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<td>Code</td>
<td>Issue</td>
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**Comment Document**

**Code Issue Response**

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<tr>
<td>1</td>
<td>Impacts</td>
<td>The environmental consequences of the proposed freeway are described in detail in Chapter 4 of the Draft and Final Environmental Impact Statements. The impacts of the action alternatives and No-Action Alternative are summarized in Table S-3 beginning on page S-10 of the Draft and Final Environmental Impact Statements.</td>
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**TELEPHONE CONVERSATION RECORD**

**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

**INCOMING CALL**

- **DATE:** 7/23/13
- **TIME:** 9:55 AM
- **CALLER:** BOB GINGER
- **CALLER ADDRESS:** 3724 EAST DERRINGER WAY, GILBERT, ARIZONA 85297
- **PHONE:** EMAIL:

**CALLER REMARKS/QUESTIONS:**

Yes, I support the freeway but I was only given limited information. I was not given any other information except that it would be a great idea and I thought it would be. But I can’t base my entire opinion on just one thing. What are the negative impacts of making this freeway. Thank you.
Hello,

Please see the below as a comment left via voicemail on our projects line at: 855.712.8530

1. 5/12-Lester Ginyad, Phoenix AZ- we need the Pecos Rd. alignment very badly.

Thank you,
Felicia Calderon
Senior Community Relations Officer
1655 W Jackson St. MD 138F
Phoenix, AZ 85007
602-319-7709
azdot.gov

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

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

2 | Air Quality |
Comment noted.

Draft Environmental Impact Statement

Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process. ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT’s final recommendation. When submitting comments, please be as specific as possible and subcategorize your comments and recommendations.

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

Attachment, dated originally Feb. 3, 1990, addressed to members of the Arizona State Legislature, as marked "Still applicable July 20, 2013".

Optional
Name
DAVID GIRONDA
Email
gironda@hotmail.com
Address
1515 E. LAS PALMERAS
City
PHOENIX, AZ 85020
State
ARIZONA
Zip
85020
Phone
602-961-9323
Fax

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today’s meeting, emailed to projects@adot.gov or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MC 1312, Phoenix, AZ 85007

FOR MORE INFORMATION:
adot.gov/SouthMountainFreeway
it took me to get all the way up to the Desert Ridge area, so I know that we need this 202. We need a hospital. When I gave birth to my son, it took me 40 minutes to get to the hospital just to be able to give birth.

I mean, I understand about South Mountain, I love hiking, I’m a biker. I mean, when you do build the 202, we definitely want the bike route along it so we can have that access. We want sound-proof barriers, we want it to be pretty, we don’t necessarily want to destroy South Mountain, but we also need to make some sacrifices in order to, you know, take into account all of the extra building that’s going to be happening in Laveen shortly. We can’t overlook the fact that all the growth is still going to be continuing within the next ten years, and now is our opportunity to be able to handle all the extra traffic, especially with the casino that will be opening in July. Thank you.

THE FACILITATOR: Thank you.

David Gironda. Did I pronounce that properly?

MR. GIRONDA: Gironda. I do have a written statement which I can give to the court reporter.

THE FACILITATOR: Thank you, Mr. Gironda.

Prem Goyal. Did I pronounce that name correctly? Is Prem Goyal in the auditorium?
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| **1** | John Giroux  
Please move forward with the freeway! The traffic on S1st.ave with all the semis is out of control. This has been long over due. We moved to Laveen in 2004 with the understanding a freeway would be coming. Please get it done. |

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<tr>
<td><strong>1</strong></td>
<td></td>
<td>Comment noted.</td>
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</table>
I would like to provide my comment against the South Mountain Freeway Project. This project is outdated and contrary to any wise transportation solution. There are several reasons why I am opposed. We should be investing heavily in public transit systems which would be much more cost effective and part of an alternative to the individual car. Continuing to be oil dependent is the opposite of what we should be building towards.

Secondly, this project will have a negative impact on our Native peoples. Many of the affected mountains in the South Mountain Range are sacred homelands of the O’odham people. People matter.

Third, the project will harm the environment and animals. The freeway will cut through a critical wildlife corridor connecting South Mountain Park to the Estrella Mountains, limiting connectivity for mountain lions, coyotes, javelina, reptiles, roadrunners, and other desert animals. Ecosystems matter—why would we support destroying this one?

Please develop an alternative plan that won’t have all these negative impacts.

Thank you,
Lori B. Girshick
Mesa, AZ 480-325-1450

Check out my web site at http://www.loribgirshick.com

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
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<td>05/13/13</td>
<td>5:06 PM</td>
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</table>

**CALLER:** JIM GLADSDICK  
**CALLER ADDRESS:** 16233 S. 1ST AVENUE, PHOENIX, AZ 85048  
**PHONE:** EMAIL:  

**CALLER REMARKS/QUESTIONS:**  
I support the 202 extension freeway. Thank you.

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<td>Comment noted.</td>
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**Comment Document**

**TELEPHONE CONVERSATION RECORD**
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

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<tr>
<th>Code</th>
<th>Caller Remarks/Questions</th>
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<tbody>
<tr>
<td>1</td>
<td>I absolutely support building the South Mountain Freeway. The sooner, the better. Thank you.</td>
</tr>
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</table>

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

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

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

MS. GLOVER: My name is Vicki Glover and I'm opposed to the 202 being completed in the proposed area that they have outlined. I think that there are other alternatives that would go south of here and not interfere with the mountain. I think that ADOT and the government has been very heavy-handed with the way that they have tried to push this project through, telling the Native Americans that if they don't go along with it and work with it, they won't get an exit at their newly built casino.

The study is too antiquated. The study was done too many years ago to adequately evaluate what the situation is now. They've spent millions of dollars in a project that is not going to accomplish what they're looking at. The facts, the data is not current.
From: Jenny Gniffke [mailto:jengniffke@gmail.com]
Sent: Saturday, July 06, 2013 9:22 AM
To: Projects
Subject: Please depress the South Mountain freeway

Dear ADOT Personnel,

I'm writing to provide you our input on the proposed 202 freeway. We are residents of the Lakewood neighborhood and our children will likely attend Lagos School which backs to Pecos Road.

We have concerns about air quality and noise from the freeway. Please consider building the freeway below-grade (depressed) so that these impacts can be minimized. We understand there are additional costs involved, but there will be long-term costs of the freeway (health, air quality, property values, etc) and we believe that those long-term costs far outweigh the additional construction costs of building the new freeway below-grade.

Thank you for your time and consideration.

Jennifer Gniffke
16406 S 36th Street
Phoenix, AZ 85048

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

A depressed freeway option was evaluated in the Final Environmental Impact Statement and is described on pages 3-15 and 4-91. Although depressing the freeway would reduce noise levels, noise walls would still be needed to further reduce noise to meet the Arizona Department of Transportation noise policy. Whether the freeway is built aboveground with tall walls or belowground with shorter walls, the final mitigated noise levels would be nearly the same at nearby residences. The major disadvantage of building a depressed freeway would be the increased construction cost and the possible acquisition of additional right-of-way for pump stations and retention basins.

A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138–47; “Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor”). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
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<tr>
<td>From:</td>
<td><a href="mailto:desertbutterfly@centurylink.net">desertbutterfly@centurylink.net</a> [<a href="mailto:desertbutterfly@centurylink.net">mailto:desertbutterfly@centurylink.net</a>]</td>
</tr>
<tr>
<td>To:</td>
<td>Projects</td>
</tr>
<tr>
<td>Subject:</td>
<td>SOUTH MOUNTAIN FREEWAY SUPPORT</td>
</tr>
<tr>
<td>Date:</td>
<td>Tuesday, May 21, 2013 11:12 AM</td>
</tr>
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</table>

**Good Afternoon,**

I have been a Laveen resident since 2005, moving here from the east coast to start a new life. When I purchased my new home I heard and read about the new 202 highway to be built and couldn't wait for the opportunities to follow. Unfortunately, here we are more than 8 years later and still no better. I have attended many of the meetings over the years to [email support](mailto:desertbutterfly@centurylink.net) for such said freeway, always to be disappointed and told that there is a delay, it may not happen etc.

I as a Laveen resident have to drive to the East or Central valley each and every day for services that I can not get in my own neighborhood, how sad? Besides a slew of fast food entries, gas stations and supermarkets I have no options as a tax paying resident in my own community. Baseline Road has turned into a highway due to lack of highways around us, creating more traffic, pollution and accidents.

It is time to build the South Mountain Freeway. We have waited long enough. The project is estimated to create 30,000 jobs during the five to six year construction period and result $2 billion investment in the Phoenix area economy. The money to build this freeway is in budget. It was approved by voters twice, first in 1995 and again 2004, please remember to include sound barriers when building.

The freeway will cut traffic congestion across the metro area, reduce air pollution, and save drivers time and money. 64.3 % of likely voters in Maricopa County support construction of the freeway according to results of a new poll commissioned by We Build Arizona. In a separate survey, also commissioned by We Build Arizona, 59 % of likely voters living in Ahwatukee and Laveen support the freeway.

If we don’t build the South Mountain Freeway, traffic in the region will get much worse over the next two decades. According to ADOT’s own study:
- Traffic on I-10 between Ahwatukee and Goodyear will grow 28%.
- Another 103,000 cars will use the Broadway Curve each day.
- Another 38,000 cars will jam the tunnel every day.
- Morning and evening commute times will increase 39% to 82%.

Traffic congestion on city streets will increase 46%.

Building the 202 will also reduce air pollution by reducing the time vehicles spend stuck in traffic.

This is the last part of the valley that is not connected to any freeway system grid, there is no important project to the area's commuters and workers that the South Mountain Freeway...
project. We must build it now you have my support.

Thank you for taking the time to read my support letter for this freeway.

Sincerely yours,

Frank Goldschmidt

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

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<tr>
<td>2</td>
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<td>3</td>
<td>Air Quality</td>
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The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Final Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.
the time they go out this way, they have to backtrack, so they are really adding more miles rather than saving miles. I know I've given some various reasons, not only as a resident but also as an administrator. I am very much opposed to this because I really believe it's going to change what Ahwatukee really stands for. It's a small community, a cul-de-sac, and it will never be the same again.
1 We're ready to get started.
2 We have a new panel, we have Tom Deitering from
3 Federal Highways, we have Brent Cain from ADOT, and Chaun
4 Hill from ADOT. We'd like to get started.
5 When you come up, come up to either mic. You'll
6 have three minutes, there's a timer down in front of you,
7 and please feel free to state your business.
8 I'd like to call Brad Goodman.
9 MR. GOODMAN: Hello, thank you for listening.
10 I'll be very brief. Whether it's deserved or not, the
11 west side of Phoenix has far too long been considered the
12 dregs of the entire metro area. But compared to the
13 eastside Valley, the opportunities for well-paying jobs
14 simply don't exist on the west side mainly because we're
15 so landlocked and, you know, jobs like those with Intel
16 are just hard to get to. Building this freeway will not
17 only bring much-needed jobs in terms of construction, but
18 will usher in a lot of needed commerce that would help
19 provide opportunities that will most certainly reverse
20 the stigma that we now have to endure. The rise in
21 income and the taxes collected will also benefit everyone
22 in the Valley.
23 Additionally, study after study has left no
24 question as to the numerous benefits that would result
25 from the building of 202.
And the Gila River Indian Community for years has been opposed to the build and the people and the state have bent over backwards to accommodate their wishes. The proposed build of the freeway now does not encroach on their land, and because of the painstaking efforts of so many people, I would ask now that they respect our wishes and needs, so that we can build this much-needed thoroughfare so the west side of the Valley can prosper in the same way as the east side of the Valley. Thank you very much.

THE FACILITATOR: Thank you.

If you'd like to speak, please go out to the registration table and get registered. Your name will appear on our list and we'll call you up. Thank you.
<table>
<thead>
<tr>
<th>Code</th>
<th>Comment Document</th>
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</table>
| 1    | TELEPHONE CONVERSATION RECORD  
SOUTH MOUNTAIN FREEWAY INFORMATION LINE  

<table>
<thead>
<tr>
<th>DATE:</th>
<th>TIME:</th>
</tr>
</thead>
<tbody>
<tr>
<td>5/17/13</td>
<td>3:50 PM</td>
</tr>
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<table>
<thead>
<tr>
<th>CALLER:</th>
<th>CALLER ADDRESS:</th>
</tr>
</thead>
<tbody>
<tr>
<td>JOYCE GOODMAN</td>
<td>2417 EAST VILLA [UNCLEAR] DRIVE, PHOENIX AZ 85032</td>
</tr>
</tbody>
</table>

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<tr>
<th>PHONE:</th>
<th>EMAIL:</th>
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**CALLER REMARKS/QUESTIONS:**
I support the South Mountain Freeway. We need to do anything we can to alleviate the traffic problems in this city, so I do support the freeway. Thank you bye.

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<th>Code</th>
<th>Issue</th>
<th>Response</th>
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<tbody>
<tr>
<td>1</td>
<td></td>
<td>Comment noted.</td>
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</table>
I have lived in the Valley for close to 50 years and have had to deal with my share of freeway construction and paid my fair share of taxes for the construction of this piece of the 202. Please do not allow a few people block the much needed construction of this important and clearly beneficial section of freeway.

Don Goodrich, DBIA, Employee Owner
V.P., Director of Pre-Construction
Sundt Construction, Inc.
2620 S 55th Street
Tempe, AZ 85282
Direct 480-293-3003
Cell 602-448-1015
dgoodrich@sundt.com

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1. **Air Quality**
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2. **Air Quality**
According to the Arizona Department of Transportation, 2013, *Air Quality Assessment South Mountain Freeway 202L Draft Report*, review of wind data from the Gila River Indian Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows and stable atmospheric conditions, wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns tend to flow from the east to the lower elevations along the Gila River. During the warmer hours' improved mixing, flows typically follow the river channel and come from the north and northwest. Likewise, during a 1-month-long meteorological monitoring period (November 20, 2006, through December 21, 2006) at Pecos Road and 40th Street and a second 1-month-long monitoring period at Pecos Road and 24th and 40th streets (April 19, 2007, through May 21, 2007), winds during the morning hours typically were from the northeast. During the warmer hours, and with improved mixing, winds typically were from the west.

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

4. **Biology, Plants, and Wildlife**
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5. **Cultural Resources**

6. **Section 4(f) and Section 6(f)**

7. **Neighborhoods/Communities**
While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.

8. **Neighborhoods/Communities**
Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
<table>
<thead>
<tr>
<th>Code</th>
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<tbody>
<tr>
<td>From:</td>
<td>Lorraine Gordon</td>
</tr>
<tr>
<td>To:</td>
<td>Projects</td>
</tr>
<tr>
<td>Subject:</td>
<td>Please don’t use Pecos</td>
</tr>
<tr>
<td>Date:</td>
<td>Monday, May 20, 2013 8:42:47 AM</td>
</tr>
</tbody>
</table>

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A Riggs Road Alternative was considered. It would replace 51st Avenue south of its connection to Interstate 10 (Papago Freeway) for approximately 21 miles. It would then replace approximately 4 miles of Beltline Road in an easterly direction. At the Riggs Road/State Route 347 intersection, the alternative would replace approximately 3 miles of Riggs Road before connecting to Interstate 10 (Maricopa Freeway) (see Final Environmental Impact Statement page 3-9). While the Riggs Road Alternative would serve regional mobility needs, particularly of those living in the Maricopa area, meeting this travel demand would not address specific planning goals for an integrated regional transportation network. The Regional Transportation Plan identifies the proposed South Mountain Freeway as a critical link in the Regional Freeway and Highway System. The Riggs Road Alternative would not complete the Phoenix metropolitan area’s loop system as part of State Route 202L, thereby causing substantial out-of-direction travel for motorists. Therefore, the Riggs Road Alternative would not meet the project’s purpose and need criteria and was eliminated from further study.

In addition, nearly two-thirds of any alternative using Riggs Road would be on Gila River Indian Community land. Tribal sovereignty is based in the inherent authority of Native American tribes to govern themselves. While this notion of sovereignty is manifested in many areas, generally Native American land is held in trust by the United States. Native American communities have the authority to regulate land uses and activities on their lands. States have very limited authority over activities within tribal land (see page 2-1 of the Final Environmental Impact Statement). From a practical standpoint, this means that the Arizona Department of Transportation and Federal Highway Administration do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or condemn tribal land for public benefit through an eminent domain process.

A depressed freeway option was evaluated in the Final Environmental Impact Statement and is described on pages 3-15 and 4-91. Although depressing the freeway would reduce noise levels, noise walls would still be needed to further reduce noise to meet the Arizona Department of Transportation noise policy. Whether the freeway is built aboveground with tall walls or belowground with shorter walls, the final mitigated noise levels would be nearly the same at nearby residences. The major disadvantage of building a depressed freeway would be the increased construction cost and the possible acquisition of additional right-of-way for pump stations and retention basins.
and help us to -- I feel like Laveen is somewhat at a
crossroads and we can move forward to be a good community
for our families. Or if it stays kind of stagnant where
it is, that it's not going to be as good of a place for
people with families trying to improve their community,
so I support the freeway coming through. Thank you.

THE FACILITATOR: Thank you.

Mr. Gould.

MR. GOULD: I hope this is not the walk of
shame.

THE FACILITATOR: Not at all.

Mr. Gould: It's a lovely facility you have
here. I'm from Maine and we don't have anything like
this up there. Bear with me until I get my question.

THE FACILITATOR: Mr. Gould, before you begin,
this is not a Q-and-A session, it's a --

MR. GOULD: I'm kind of hard of hearing, I
apologize.

THE FACILITATOR: Yes. This is not a
question-and-answer session, it's merely to gather your
comments.

MR. GOULD: All right.

THE FACILITATOR: And you have three minutes and
the timer is right there. Begin, please.

MR. GOULD: Okay. Well, there are a lot of
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<tr>
<td>1</td>
<td>Questions to be had from where we live over on our street. I live right off 24th Street, five houses in between 24th and Chandler, and we were not aware of any of this going to happen when we moved out here two years ago from Maine. We're very concerned, not only on the impact of the traffic going back and forth there, but also, I am an advocate of anything that's an endangered species and I'm told that the chuckwalla is -- I hope you all know what that is -- it's a desert lizard that's out here that is inherent only to the Sonoran Desert and only to certain parts of Phoenix, and apparently most of the world. I have a couple in my backyard. My backyard abuts a wall, and I think it would be a shame that -- and I know that's not the primary reason I'm here, but I want everyone to know about those chuckwallas and, I'm sorry, that they are an endangered species and that ought to count for something in the vote in the long run. We're wondering -- as far as I know, that road is being set up so that to ease the traffic, particularly truck traffic. We think that's going to have a lot of implications on all the homes nearby from the diesel chemicals and the light that come off that. I don't think any of that was ever planned for before when these houses were originally built, so I think that's an issue as well. And I'm sure with more roads and everything out.</td>
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<tr>
<td>2</td>
<td>Biology, Plants, and Wildlife</td>
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<td>3</td>
<td>Purpose and Need, Truck Bypass</td>
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<td>Air Quality</td>
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<td>Biology, Plants, and Wildlife</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix. The coloring of the male common chuckwalla is unique to the South Mountains; however, it is one of two color patterns and does not indicate a separate species or subspecies (see the Arizona Game and Fish Department's abstract for the common chuckwalla). The common chuckwalla is not an endangered species and is not a species of concern identified by the Arizona Game and Fish Department.</td>
</tr>
<tr>
<td>3</td>
<td>Purpose and Need, Truck Bypass</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.</td>
</tr>
<tr>
<td>4</td>
<td>Air Quality</td>
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</tbody>
</table>
5 Heat Island
As buildings, parking lots, roads, and other infrastructure replace open land and vegetation, an urban heat island may result. The heat island effect is of a regional nature and, therefore, there is no requirement to analyze potential impacts and no possibility of determining the localized contribution at the project level to the regional heat island effect. It is likely, however, that a proposed project such as the South Mountain Freeway would be a minor contributor to the overall issue.

6 Purpose and Need
Although the region’s freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.

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

8 Noise
The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix. Noise barriers are designed to provide a substantial reduction in noise levels along freeways, but do not and cannot eliminate noise from passing into nearby neighborhoods. Just because noise can be heard does not mean that noise barriers are ineffective. Even at the levels considered “acceptable” by the Arizona Department of Transportation Noise Abatement Policy and Federal Highway Administration regulations, noise is still readily audible and can be heard for some distance from the freeway.

As mentioned in the sidebar on page 4-91, the Final Environmental Impact Statement is based on preliminary design and traffic information. As the design progresses to the Final Design phase, noise barrier locations and heights would be refined and finalized. During Final Design, more detailed information on the location, actual height, and distance from the property line of each noise barrier would become available.

9 Design
Preliminary widths for the proposed eight-lane freeway are discussed on Final Environmental Impact Statement page 3-58; see particularly Figure 3-34, "Typical Eight-lane Freeway Section."
get it settled with the --

MR. MARTINEZ: Why didn't they have this
meeting back in 2009, when they were going to make up
their minds and they did? You know, instead of having it
three years later. Well, guess what? We're going to have
a meeting. It's already -- the decision's already been
made. So don't bother coming. And that's the feelings I
have it.

And I thank you for listening to my rant and
rave. I had to vent.

MR. GOULD: All right. I'm willing to give
my name. Doesn't matter. My name is Dave Gould,
G-o-u-l-d. I live on 2422 East Mountain Vista Drive,
which is off 24th Street. If you get off Chandler and go
down 24th, take a left immediately, I'm the fifth house
in.

So now I'm -- I have a couple of real big
issues. Got a lot of issues, really.

Coming from one of the cleanest states in
the union to one that does not have good air control, as
we all know, pollution control, because you're in this
valley, it's just going to be even worse where we are.
And the noise pollution, the air pollution from the diesel
trucks is just amazing that will be coming.

Now, this gentleman over here with the

---
1 engineering firm that is doing one of the studies said,  
2 oh, you won't be getting big tractor-trailer trucks coming  
3 down there, you know, the 16-wheelers or whatever hauling  
4 groceries or whatever. They're already on the turnpike --  
5 freeway. Up in New England we have turnpikes. You pay to  
6 ride on them. We don't have too many freeways.  
7 And I don't know that that's all really true  
8 or not. He says, you're only going to get smaller trucks  
9 that will be servicing your area, like a air-conditioning  
10 or plumbing guy.  
11 Well, we don't know that for sure. So we're  
12 very concerned. Everyone on my street is very concerned.  
13 I'm here actually representing a lot of people.  
14 There's also, I found out the other day --  
15 I've already spoken to the panel over here -- an  
16 endangered species that's going to be involved. I don't  
17 know if everybody's aware of that or not. But it's the  
18 chuckwalla. The chuckwalla is a lizard. And it is  
19 inherent only to the Sonoran Desert, and only part of it,  
20 from what I hear, in the whole world.  
21 So if they do stuff out where I am, they are  
22 going to affect the longevity of this species. And it is  
23 a magnificent creature. I actually -- my back yard abuts  
24 a hillside, so I have some of them there that live  
25 naturally. And I just think it would be a shame if that
is overlooked in the decision-making.
And that's all I want to say. Okay? We are
definitely not in favor of it for so many reasons.

MR. WITHERS: My name is Thelbert Withers,
T-h-e-l-b-e-r-t, last name Withers, W-i-t-h-e-r-s.
I'm in support of the freeway just for the
simple fact that Laveen is a growing area now. We need
more hospitals and more advanced things in this area and
that community, not to mention that it's going to bring a
lot more jobs and building the freeway and everything.

But I just want to put I'm in support of the
freeway. I -- you know, let me think.
Just for entertainment purposes, you know,
movies, you know, out -- evenings out, there's not really
nothing too much in the Laveen area to choose from. I
just think with this freeway, it will bring more of those
type of -- restaurants, type of -- entertainment
activities.

And like I said, more importantly, a freeway
will bring a hospital, which is something that we really
need in Laveen.

So I just want to put my support down for
it. And if there's anything I can do to support it to get
there, I'm on board with it.

So thank you. I appreciate your time.
I appreciate the thoughtful effort the study team has taken to assess the proposed alternatives. To the naked eye, just looking at the map of all the proposals, it is not clear why you wouldn’t just connect to the 101. Given the extra costs to do so and the opposition from the local communities, it appears the W59 alternative is the best choice.

However, given that this freeway has been in the works since 1985, I am baffled as to why ADOT and/or the state or MAG didn’t secure a more direct right of way for the freeway a long time ago, when many of the communities in the west valley barely existed. I’m sure there’s a good reason (like the money was being spent on the I10 and I17). But still, the lack of long-term foresight at that time is resulting a route that, in my personal opinion, is less than optimal from the standpoint of providing a city bypass for traffic coming from the south.

While the City has some ability to control development through its zoning ordinances, the City does not have the authority to stop private land from being developed. The Arizona Department of Transportation was able to acquire large tracts of land along the Pecos Road alignment in the 1980s, but funding shortfalls kept the Arizona Department of Transportation from acquiring all of the needed land. Developers were aware of the potential freeway and made the decision to develop the land despite the risk that the freeway would eventually be built. Information related to freeway awareness and the responsibilities of the City of Phoenix, developers, and the Arizona Department of Transportation related to disclosure of the planning for the freeway is presented on page 4-13 of the Final Environmental Impact Statement.
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<th>Code</th>
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<tbody>
<tr>
<td>4222</td>
<td>even with the heat. I've done it for 20 years.</td>
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<tr>
<td></td>
<td>So please, please don't approve this idea</td>
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<tr>
<td>1</td>
<td>for the 202 Freeway. It's very unnecessary. Supply</td>
</tr>
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<td>2</td>
<td>and demand are not high enough for this type of</td>
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<td>3</td>
<td>project. Thank you.</td>
</tr>
<tr>
<td>4</td>
<td>THE FACILITATOR: Thank you. Has Prem Goyal returned? Did I pronounce your name correctly?</td>
</tr>
<tr>
<td>5</td>
<td>MR. GOYAL: Yes, thanks. I won't take three minutes. A good question is I was looking at</td>
</tr>
<tr>
<td>6</td>
<td>the curves, which are growth curves, they are based</td>
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<tr>
<td>7</td>
<td>on 2005 data; they should be based on 2013 data. And</td>
</tr>
<tr>
<td>8</td>
<td>I have the newspaper cuttings every day that you did</td>
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<tr>
<td>9</td>
<td>at least expect lower demand. That directive curve</td>
</tr>
<tr>
<td>10</td>
<td>leads to the expansion of the future demand of the</td>
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<td>11</td>
<td>transportation. Only way they can project the future</td>
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<td>12</td>
<td>demands is from the utility demands. It looks like</td>
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<td>13</td>
<td>we should verify those curves, as the</td>
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<tr>
<td>14</td>
<td>[unintelligible] president said, trust but verify.</td>
</tr>
<tr>
<td>15</td>
<td>All those curves have been verified, or they're just</td>
</tr>
<tr>
<td>16</td>
<td>ten years old, which don't mean very much in today's</td>
</tr>
<tr>
<td>17</td>
<td>environment.</td>
</tr>
<tr>
<td>18</td>
<td>Thanks very much. Have a good day.</td>
</tr>
<tr>
<td>19</td>
<td>THE FACILITATOR: Thank you very much.</td>
</tr>
<tr>
<td>20</td>
<td>Greta Rogers. Greta Rogers.</td>
</tr>
<tr>
<td>21</td>
<td>MS. ROGERS: Good morning. Let's turn</td>
</tr>
</tbody>
</table>

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
MR. GOYAL: Prem Goyal. I'd like to see if we can put on the website the MAG data which is
the growth curves. It looks like we get the data from the MAG growth curves. I'd like to see if we
can put somewhere on the public website so we can access that. See what -- how variables are input to
develop the growth curves. That's good. Appreciate it. Thank you.
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<tr>
<th>Code</th>
<th>Comment Document</th>
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<tbody>
<tr>
<td>1</td>
<td>1. are you going to do about our cultural sites? I know our rule has something to do with that, but I want to know is our petroglyphs, is our sacred sights going to be protected? Are they going to be moved somewhere else? That's what I want to know. Thank you very much.</td>
</tr>
<tr>
<td>2</td>
<td>Ashley Grace. Ashley, could you please come to this microphone.</td>
</tr>
</tbody>
</table>

**THE FACILITATOR:** Thank you. An announcement, please. The last bus will be running in about five minutes at 7:30 for all destinations, orange, green, and blue, routes one, two, and three. Thank you.

**MS. GRACE:** Thank you for letting me speak. I'm a recent addition to Phoenix, I moved here about a year and a half ago and I'm a military spouse. South Mountain, I think, is more important the way it is as a tourist attraction as one of, you know, Phoenix's points of pride, the largest -- the largest city park in the United States, as a place for wildlife. If you put an interstate through the middle of it, even if you conserve most of the area for wildlife, they won't be able to cross between and that creates big problems. You know, javalina and bobcats and everything else that is out there, they don't really have a very easy time crossing. |

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The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
1. eight lanes of traffic.
2. Also, I think economically it would be bad for Phoenix, because when you create more and more large interstates going in and out of a major city, you encourage urban sprawl, which takes a lot of money outside of the center of Phoenix and distributes it to make it wider and wider and wider urban sprawl, which Phoenix already has quite a bit. And that's all I wanted to say. Thank you.

THE FACILITATOR: Thank you.

For those of you who may not have heard, the last bus is leaving in about three minutes for all destinations out there.

Cheryl Dumpert.

Cheryl, could I ask you to use this microphone, please. Thank you.

MS. DUMPERT: Hello, my name is Cheryl Dumpert and I'm a member -- I live in Ahwatukee, I've lived there since 1990. I'm an avid hiker and I helped extend the parking at the Telegraph Pass parking lot. I'm a member of several hiking groups with thousands of members that hike South Mountain regularly.

Have you ever had a slice of pie, maybe just a sliver, but oh, it's so good, you want another and then another, and before you know it, you've eaten the whole

### Code 3

<table>
<thead>
<tr>
<th>Code</th>
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<th>Response</th>
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<tbody>
<tr>
<td>3</td>
<td>Neighborhoods/Communities</td>
<td>Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.</td>
</tr>
</tbody>
</table>
### Purpose and Need, Lack of Support

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

<table>
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<th>Code</th>
<th>Issue</th>
<th>Response</th>
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<tbody>
<tr>
<td>1</td>
<td>Air Quality</td>
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</table>

### Air Quality

1. This is a bedroom community. We are not looking for urban sprawl. We want a safe, clean, pleasant neighborhood without too many噪音 and needs. Our families need access to the commercial areas when we need them and we are just a few minutes from Chandler Fashion Square. The South Mountain Freeway will cause pollution like in central Phoenix and the 202 (Chandler/Biltmore).
3. I have been in my house for 17 years and I bought the house knowing the traffic issues with this community. I value my quality of life and enjoy, clean fresh air, well maintained city streets, low noise and traffic. In the evenings and weekends the traffic is reduced to mainly residents only. We do not get a lot of traffic because our situation is one way in one way out. I enjoy biking, hiking, walking my dog in a safe environment with little traffic on the city streets.

4. The 202 Exits will bring more traffic into our bedroom community and crime rate will go up. If I wanted to live, shop, worship or play with the residents on the other side of the mountain, I would have saved hundreds of thousands of dollars and bought a house on the west side of the south mountain range. We don’t care about the economic development in Laveen or where ever. We are being asked to give up our style of living for their economic development. Why would I drive there to shop when I drive less than 30 minutes and go to Chandler Fashion Square?

5. Not only will crime and pollution rise in this area but the additional traffic on our city surface streets will significantly increase thus causing more vehicle accidents in this area. The additional traffic on Chandler BLC will cause a danger to bicyclist, joggers, roller blades and folks walking with their children and pets. The landscape/gardeners will face additional danger because of the volume of cars. It will be harder for them to keep the grounds pristine and get their tree trimming and general maintenance completed.

People come from all over the state to enjoy the serene hiking opportunities in our neighborhood. It is not unusual to see one or two cars without of state license plates at the entrance to the trails at Chandler Blvd/19th Ave. Our state economy is primarily based on tourism and it would be a shame to have one last choice in hiking for tourists. Places like Squaw Peak are overburdened with
The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

1. Purpose and Need, Truck Bypass

The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Final Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.

A Riggs Road Alternative was considered. It would replace 51st Avenue south of its connection to Interstate 10 (Papago Freeway) for approximately 21 miles. It would then replace approximately 4 miles of Beltline Road in an easterly direction. At the Riggs Road/State Route 347 intersection, the alternative would replace approximately 3 miles of Riggs Road before connecting to Interstate 10 (Maricopa Freeway) (see Final Environmental Impact Statement page 3-9). While the Riggs Road Alternative would serve regional mobility needs, particularly of those living in the Maricopa area, meeting this travel demand would not address specific planning goals for an integrated regional transportation network. The Regional Transportation Plan identifies the proposed South Mountain Freeway as a critical link in the Regional Freeway and Highway System. The Riggs Road Alternative would not complete the Phoenix metropolitan area’s loop system as part of State Route 202L, thereby causing substantial out-of-direction travel for motorists. Therefore, the Riggs Road Alternative would not meet the project’s purpose and need criteria and was eliminated from further study.

In addition, nearly two-thirds of any alternative using Riggs Road would be on Gila River Indian Community land. Tribal sovereignty is based in the inherent authority of Native American tribes to govern themselves. While this notion of sovereignty is manifested in many areas, generally Native American land is held in trust by the United States. Native American communities have the authority to regulate land uses and activities on their lands. States have very limited authority over activities within tribal land (see page 2-1 of the Final Environmental Impact Statement). From a practical standpoint, this means that the Arizona Department of Transportation and Federal Highway Administration do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or condemn tribal land for public benefit through an eminent domain process.

2. Alternatives, E1

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

Sincerely,

Dianna Graczyk
I think putting the freeway in would be very beneficial. I've been in the valley since 1973 and I drove the inner city streets from Sun City area into central Phoenix for a number of years of working and when the I-10 and the 101 were completed, it made my travel to work much better and I know the traffic congestion is horrible, although my working hours, when I was working, I am now retired, but my working hours I avoided the heavy traffic, but I always remembered hearing reports on the television about the traffic tie up and the times and things and I know how much the freeway of the 101 and the 10 helped with the Phoenix Metropolitan area when they were completed. And, I think this other freeway connecting the South Mountain Freeway to the 10 would be a great deal of help because the outlining areas down there now of Maricopa and just the further South Mountain range, Laveen, all those down in there, Baseline area are now developing and before it was just farmland and as our valley develops as far as population, schools, jobs, everything, naturally we need to update and keep up with the roadways to supply the travel in an adequate manner for the population of the valley to move around. And I know how much it helped to have the freeways that are in existence now that didn't exist when I first came out here, only the I-17 existed and it's just unbelievable with the 101 and the 202 and the finishing of I-10 going through Phoenix and it was stopped at a certain point in Blithe and now that it is all complete it's really, really nice and I think, like I said, as the valley grows, the population grows the roadways have to grow. I'm not sure how that's going, the South Mountain, I haven't read up on it recently, I don't know exactly how that's going to involve the Indian reservations down there, but I am sure that it would benefit both and I know that through Scottsdale down Pima Road things were understood and there would possibly be adjustments made through the South Mountain Freeway. So it would benefit both communities; the reservation and the people that do not live on the reservation. But, we have to take into consideration people's rights and we have to think of everyone equally. So, I am very much in support of it and I don't know what else to say, but I, like I say I'm retired and I am unfortunately not able to travel outside of Sun City that much because of my health, but for many years the roadways, the last few years of working were a great deal of convenience for me and I hope that the younger generation can benefit from the newer roadways to come. Thank you very much for the opportunity to express my opinion on it. Thank you.
The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

The proposed freeway is a response to existing and anticipated travel demand in the metropolitan Phoenix area. It is not meant to increase travel beyond that expected to be generated from existing and anticipated population and employment growth and related land development. It is important to consider that improvements proposed for any type of transportation system (e.g., a new bus route, rail transit line, commuter rail service) would likely lead to changes in travel behavior, which, in turn, would lead to increased use of the particular system. Improvements made to a given transportation system are meant to attract new users (see Final Environmental Impact Statement pages 4-170 through 4-174). If this were not a primary goal, the improvements would be neither effective nor warranted. For the proposed action, a goal is to attract users of other segments of the Regional Freeway and Highway System and the local arterial street network, now and in the future, to the proposed action to optimize, in part, the entire regional transportation system (as outlined in the proposed action’s purpose and need in Chapter 1).

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
<table>
<thead>
<tr>
<th>Code</th>
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<td></td>
<td>TELEPHONE CONVERSATION RECORD</td>
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<td></td>
<td>SOUTH MOUNTAIN FREEWAY INFORMATION LINE</td>
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<td></td>
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<tr>
<td></td>
<td>TIME: 5:09 PM</td>
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<tr>
<td></td>
<td>CALLER: LYNN GRANDIE</td>
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<tr>
<td></td>
<td>CALLER REMARKS/QUESTIONS:</td>
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<td>I received this phone call today and I am in support of the South Mountain Freeway. Thank you.</td>
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<th>Code</th>
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<td>1</td>
<td></td>
<td>Comment noted.</td>
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</table>
From:        Projects
To:          ADOT
Subject:     FW: Loop 202 South Mountain Draft EIS
Date:        Wednesday, May 22, 2013 10:54:07 AM

From: Michael Grandy [mailto:grandym35@yahoo.com]
Sent: Tuesday, May 21, 2013 9:20 AM
To: Projects
Subject: Loop 202 South Mountain Draft EIS

I have read through the Loop 202 South Mountain Draft EIS and concur with the recommended alternatives. Let’s get to building the needed freeway as soon as possible. Don’t let the Gila River Indian Community or Ahwatukee residents play the stall game any longer.

Thanks,
M.G.
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<th>Code</th>
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<td>From:</td>
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<td>Date:</td>
<td>Tuesday, May 14, 2013 9:48:27 AM</td>
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</tbody>
</table>

From: Ernie Granese [mailto:ernie.granese@usa.net]  
Sent: Sunday, May 05, 2013 1:18 PM  
To: Projects  
Subject: Loop 202  

Hi,  

How come I don’t see or read anything about making the Loop 202 part of the Federal Interstate freeway system? All big cities (I am assuming you classify Phoenix as a big city) have Interstate Bypass freeways. This Loop 202 could be Interstate 10 bypass, called 110 or 210. This is actual what this roadway will be used for, trucks and cars going to California and bypassing downtown Phoenix. Doing this makes the feds pay for most of it. Also it may be better for the feds to negotiate with the Gila Indians for putting the freeway on some of their land. By the way, we don’t need the entire Loop 202 to be on Gila land just the few miles that would take the homes along side Pecos.  

Thanks for listening... Ernie Granese

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## Purpose and Need

There are two general paths by which highways or future highways are designated as future Interstates. One path is the administrative path. In this case, a state (or states) asks the Federal Highway Administration to take a designation action; presents a case that the corridor to be designated is a logical addition to the Interstate system; demonstrates, where appropriate, coordination with other states and with metropolitan planning organizations; and makes a commitment to complete the route to an Interstate design level within 25 years. The other path is the Congressional path. In this case, a future Interstate corridor is identified through statutory language primarily within the uncodified provisions of section 1105(e)(5) of the Intermodal Surface Transportation Efficiency Act, P.L. 102-240, as amended (in which the process stated in Title 23 of the Code of Federal Regulations, Part 470, generally applies). The Arizona Department of Transportation, Federal Highway Administration, and Maricopa Association of Governments are not pursuing Interstate designation for the proposed freeway. The route has been adopted into Arizona’s State Highway System. The primary purpose of the proposed freeway is not to create a “truck bypass” for downtown Phoenix. The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic— including truck traffic—to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other “loop” freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. Commercial trucks would use the proposed action. As with all other freeways in the Maricopa Association Of Governments region, trucks would use it for the through-transport of freight, for transport to and from distribution centers, and for transport to support local commerce. And as with travel on all other freeways in the Maricopa Association of Governments region, the primary users of the proposed action would be automobiles. Further, it is not expected that the entire 21 percent of through-traffic (by tonnage) using Interstate 10 would divert from Interstate 10 to use the proposed action (see Final Environmental Impact Statement page 3-64). The trucking industry heavily depends on the efficient and fast movement of freight and on travel time savings. Trucking destinations in the Phoenix metropolitan area (either distribution centers or for local commerce) would require trucks to enter congested areas. Choosing to travel on the proposed action versus Interstate 10 would not translate to any substantial travel time benefits. Therefore, it is expected that “true” through-truck traffic (not having to stop in the metropolitan area) would continue to use the faster, designated, and posted bypass system of Interstate 8 and State Route 85.

## Alternatives, Gila River Indian Community Alignment

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
The time to build is now, with the economy at this point, the cost to construct is at its lowest level it will ever be. The longer we wait, the more expensive the project will become, the more congested the existing roadways will become and the longer the construction schedules will become.

The time is now!

Curtis Grant

Comment noted.
Heidi Grant  
Document Created: 7/1/2013 8:28:17 PM by Web Comment Form

I am commenting as a member of PARC. I am strongly opposed to the South Mountain Truck by-pass. I am amazed that ADOT would consider putting a truck bypass so close to a very nice quiet community. We moved to the Ahwatukee area because of South Mountain and the quiet community it creates. Secluded from the busy big city. We love having a view of the mountain, and we love the fact that the mountain provides a very quiet community for us to live in with our 3 children. My husband loves mountain biking and hiking in this quiet community. Plopping a truck by-pass, just down the street from everyone who lives here is something I am amazed that would even be considered. Please think about the citizen and children who love this area before making such a horrible decision. Please think of the pollution you would be putting right next to those who just want a quiet place to live. Please think of us before you put a truck by pass that will provide no added benefit to those who live in the area. The only ones benefiting are truckers just passing through and don't really care about our neighborhood.

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<th>Code</th>
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<td>1</td>
<td>Purpose and Need, Truck Bypass</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.</td>
</tr>
<tr>
<td>2</td>
<td>Neighborhoods/Communities</td>
<td>While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).</td>
</tr>
<tr>
<td>3</td>
<td>Air Quality</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.</td>
</tr>
<tr>
<td>4</td>
<td>Purpose and Need, Lack of Support</td>
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<td>Code</td>
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<td>Alternatives, E1 Alternative</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.</td>
</tr>
<tr>
<td>2</td>
<td>Purpose and Need, Truck Bypass</td>
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</table>

Michelle Thompson  
Senior Community Relations Officer  
1610 W. Jackson St. MD: 126F  
Phoenix, AZ 85007  
602.316.4057  
azdot.gov

From: JSJJGrass@aol.com [mailto:JSJJGrass@aol.com]  
Sent: Friday, May 03, 2013 7:26 AM  
To: Projects  
Subject: 202 loop

I am against placing a freeway over Pecos Road.

I would suggest if the idea of an internal loop is to move residents of Phoenix around the city easier; then restrict the 202 loop to two axle vehicles only (passenger cars/trucks) and force the truck trailer combinations to use the 10 freeway.

Regards,
Jeff Grass
MR. GRASS: I’m Jeff Grass, G-r-a-s-s, Jeff Grass.
My comment would be that, if I’m understanding correctly, the idea of the Pecos Road development is for continuous use, for improving traffic flow within the City or around the City of Phoenix, which I can understand.

However, I would like to suggest, if it’s primarily for the citizens of Phoenix or the eventual growth of Phoenix, to improve the transportation within that area, I would like to suggest that we handle Pecos Road like other cities have done. For example, Salt Lake City, they have put expressways that are restricted to two-axle vehicles only, so that we’re not creating a thoroughfare for freight companies, from Jacksonville, Houston, trying to drive to Los Angeles or the other way; that the loop would be for improving traffic flow for the citizens that want to get to downtown Phoenix or around Phoenix easier. And it would be restricted to the cars, the trucks, anything, just only two-axle vehicles.
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**TELEPHONE CONVERSATION RECORD**
**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

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<tr>
<td>DATE: 5/15/13</td>
<td>TIME: 4:16 PM</td>
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</table>

**CALLER:** CLAUDIA GRAY
**CALLER ADDRESS:** 457 EAST VERA LANE, TEMPE, AZ 85284
**PHONE:**
**EMAIL:**

**CALLER REMARKS/QUESTIONS:**
I support the Freeway. Thank you.

*Comment noted.*
1 children with the status quo, using the exorbitant
2 right-of-way freeway paid the landowners the highest
3 buildout cost. The Arizona legislature has done that
4 to us.
5 Nor should we ignore the many deaths, semi
6 rollovers, and the expensive public responders to the
7 many and frequent crash freeway accidents.
8 Now, what we need is safe, efficient, useful,
9 sustainable, affordable, state-of-art regional
10 connective transportation.
11 And even considering a fast train, high-speed
12 elevated train, from Tucson to Phoenix around this
13 Broadway Curve as a viable alternative.
14 MANUEL TOPETE: And I live in Laveen, 51st
15 and Baseline. And I can’t wait for this to happen. As
16 simple as that.
17 My only regret is I won’t live to see it.
18 Just I wish it was already done. I think you should
19 also hear this, aside from all this bad.
20 KARIN GRAY: I have been a resident of
21 Ahwatukee for over ten years, moved here from Texas,
22 and absolutely love South Mountain. One of the reasons
23 I moved to that area was to have access to all 15 miles
24 of the Nation Trail, from one end to the other on South
25 Mountain, the biggest city park in the United States.

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

Information related to the challenges and costs of a tunnel through the South Mountains is described beginning on page 3-16 of the Draft Environmental Impact Statement. The primary purpose of the tunnel would be to eliminate impacts on the South Mountains; however, the tunnel option would not accomplish this. The project would be completely funded through federal sources and local ½-cent sales tax, as programmed in the Arizona Department of Transportation 5-year Transportation Facilities Construction Program and the Maricopa Association of Governments Regional Transportation Plan; therefore, tolling is not required to fund the proposed action.
1 bypass having to go on I-10 or around 48th Street.
2 So if I had a vote, it would be for either a
tunnel or to extend the 202 all the way out to connect
to the 101, bypassing the park.
3 That's it.
4
5 GABRIEL JASSO: Definitely need the South
6 Mountain Extension Loop 202 built ASAP. It will help
7 alleviate traffic within the city's freeway system,
8 eliminate bigger trucks on our roadways down on
9 Baseline and 51st Avenue, and bring business to the
10 area, valued business to the South Phoenix/Laveen area,
11 creating jobs and better opportunities for people, and
12 would also mean less travel for us residents in South
13 Phoenix to other parts of the Valley, which would also
14 help improve with traffic in other areas, as well as
15 pollution.
16 That's it.
17
18 (The proceedings concluded at 8:00 p.m.)
MR. GRAY: My name is Walter Gray, G-r-a-y, and I belong to an organization known as the West Side Town Hall Steering Committee. I'm the coordinator. That group may or probably will take an official position probably expressed in a letter to the appropriate people, ADOT or the City Council or whoever the right people are.

In my personal opinion and my personal view, just from viewing the panel and also the video, one concern I have is that the real basis of this Loop 202 South Mountain Freeway is to take the freeway to Downtown Phoenix, relieve traffic from I-10 going into Downtown Phoenix, create an alternative route into Downtown Phoenix on the West Side. I think that's the basic fallacy of the study.

I don't think we should continue to pour all transportation into Downtown Phoenix. You know, what will follow then is the East Valley will get crowded,

Downtown Phoenix will grow, these freeways will get crowded and they'll build a light rail in the freeways and that'll go through and everything will go to Downtown Phoenix. And that creates unbalanced development because it's all Downtown Phoenix and everybody lives outside of Downtown Phoenix.
So my first reaction to this is that what they --
what I would prefer is employment centers in Ahwatukee, in
Laveen. The City of Phoenix has two that are -- one is at
99th Avenue and I-10 and one is at 27th Avenue and I-10,
two employment centers. They're not existing, but they're
planned employment centers. Plus, you have additional
employment along the Loop 101 north of I-10.

So what I've been advocating -- I advocated this
in the light rail hearing in Glendale -- is that we try to
shift more employment to the West Valley so that we can --
so that we can reduce the impact of traffic all going to
Downtown Phoenix. So to do that, you know, to balance
planning -- I mean, the idea is to keep the residential
relatively close to the employment. That seems to be a
major link there, employment and residential, and then
everything else kind of fits into that, the business part
of it, the recreation, other parts of the community
involvement.

So my feeling is that they should take the -- the
employment -- the two city employment centers and also
have one down in Maryvale -- I mean in Laveen and one in
Ahwatukee, and that would encourage people -- and they're
existing and there could be additional employment centers
in Chandler, and that would encourage people to travel
closer to home to go to work and reduce the impact of the
infrastructure and having to build these very costly
freeway systems and light rail systems.
And that makes for better community development.
It reduces pollution. It provides the people more time,
more leisure time. It provides more things that are
available.
So I -- that's my feeling. That's the basic
feeling. I think there should be employment centers. You
know, for example, in Ahwatukee, you know, it would be
more office kind of employment or government kind of
employment; same thing with Laveen. The ones in Phoenix
on 99th Avenue and 27th Avenue, those, I think, are more
suited for manufacturing. And so there could -- you know,
there doesn't have to be just one employment center in
Laveen. There could be two.
But the basic complaint that I have -- also, I
think it's important to be considerate of the Gila River
Indian Nation, because they are -- you know, they have a
different culture and they have different values. I know
that I've been at hearings where they have expressed
concerns about pollution, you know.
I guess one reason they rejected having the
freeway on their land is you've got the South Mountain
that will kind of do the same thing that it does on the
Phoenix side, which is keep the pollution kind of
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<td>funneling south of South Mountain. And that would settle right over the Indian Nation, which, you know, they're just more environmentally sensitive than the normal person. Let's see if I have anything else. I'm also a member of the Sierra Club, and I know they're concerned about cutting through the park, the South Mountain Park. They -- I don't know if that's such a critical concern, you know, or my own personal view, because it's only 31 acres and it's at the very end of the mountain range. And so -- but that's a consideration also. Yeah, I think what makes more sense to me is they've already eliminated the route through the 101, which is called the west of 101 or something like, that would connect with the Loop 101. To me, that might make more sense, because, you know, again, the idea is to take traffic away from Downtown Phoenix in my opinion. By having that traffic go to the 101 and up towards Glendale where you have the stadium and the arena and other potential employment -- plus, you have the 99th Avenue City of Phoenix employment center at 99th Avenue and I-10. It seems to me that that way we'd take traffic west away from Downtown Phoenix. And I think, you know, socioeconomically, if you...</td>
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<td>3</td>
<td>Section 4(f) and Section 6(f) The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix. Likewise, during a 1-month-long meteorological monitoring period (November 20, 2006, through December 21, 2006) at Pecos Road and 40th Street and a second 1-month-long monitoring period at Pecos Road and 24th and 40th streets (April 19, 2007, through May 21, 2007), winds during the morning hours typically were from the northeast. During the warmer hours, and with improved mixing, winds typically were from the west.</td>
</tr>
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<td>4</td>
<td>Alternatives, W59 Alternative Versus W101 Alternative The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.</td>
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</table>
 keep putting everything into Downtown Phoenix, then, you
know, Downtown Phoenix will increase in value and the rest
of the Valley won't increase as well -- as evenly, you
know. All the property value, the income, all of that
will be concentrated in the hands of relatively few
people. And if you disperse the employment and
transportation, then you will spread out wealth among a
greater number of people.

Well, I guess that's about it, you know, for this
rendition. I'll take one of these statements, talk to
people who are on the West Side Town Hall Steering
Committee and see -- I think there's going to be one more
public meeting that Councilman Michael Nowakowski,
N-o-w-a-k-o-w-s-k-i, is planning. He's planning a
meeting, so that's another opportunity to comment.

But this is the official process of the
Environmental Impact Statement, so we'll probably submit a
statement to ADOT as directed in this bulletin -- or this
brochure.

THE REPORTER: Okay. Thank you. If you have
anything you think of later, you're welcome to come back
and talk to us.

MR. GRAY: I have an addendum. I'm not sure if I
talked to one of the engineers, but as I mentioned, I'm a
member of the Sierra Club, and one of the concerns of the
1 Sierra Club is urban sprawl. And urban sprawl just means that the development just expands in low density to the extremes of the metropolitan area. And I think that this would encourage that rather than having more dense development that would occur if we had, you know, more balanced development with employment centers in Ahwatukee, Laveen, West Phoenix and Glendale and Chandler.

That way, we'd have a variety of housing connected with the employment, and, you know, it would not -- it would kind of increase the economic value of that area and have people staying in that area rather than moving to the extremes, although they've already done that. So that's one of the concerns of the -- of the Sierra Club, and that continues to be a concern here.

Another thing is that there's something called inversion. Inversion is when you develop your inner core, your downtown and your surrounding areas of downtown, the inner core. And that attracts largely younger families and individuals, generally people who are middle class, back into the inner core because there's a lot that appeals to them.

But what that means is that -- what that means is that the people in the low-income areas within the inner city, they don't move that way because they can't afford to live -- because the whole value of the whole downtown.
area or the whole inner core gets so high that they can't afford to live there. So the growth just expands and eliminates some of them.

In other cities, like Seattle and Chicago, when it happened like that, nobody, to date, makes any plans for the people who get displaced, low-income people who get displaced by the spread of the inner core. So what I'm talking about here is that, you know, one of my basic concerns is the people who are the working poor or poor, because I live in Maryvale, in West Phoenix, and I've lived here 30 years. That's my concern. I mean, I've been active in the community for many years.

So to protect those people and to increase their wealth, then we should have development in their area. And that's where I talk about these employment centers that are in these areas that keep the -- keep the people -- well, it gives them jobs so that they can stay in the area and increase their income and contribute more to the economy.

So those are two things I wanted to add. Thank you.

THE REPORTER: Thank you, sir.
The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

PROCEEDINGS

THE REPORTER: State your name, please.

MR. GRAY: Walter Gray.

Well, the concern I have is that the proposed alignment along the 51st Avenue corridor will not benefit West Phoenix, because there will be more traffic into I-10 and downtown, which means they have to expand I-10 by two lanes, and that will not be as -- the additional lanes will not be -- will just be more traffic, and reduce the -- and won't -- they won't benefit the traffic movement necessary for employment centers at I-10 and 27th Avenue and I-10 and 99th Avenue. They will -- and it might make it a little bit more difficult to get to those employment centers, because you have more lanes of traffic.

I don't see any real -- in that proposal along 51st Avenue to 59th Avenue, the big interchange at 59th Avenue, I don't see how that's going to benefit West Phoenix. It seems to me that if you're going to spend $2 billion, West Phoenix and Laveen should -- should -- should benefit. West Phoenix should not be left to be a low-income community.

Whereas this infrastructure, the Loop 202, really benefits Laveen and Ahwatukee and Chandler, it has very little impact on West Phoenix.
In the best-case scenario, a parkway would carry approximately 105,000 vehicles per day, well below the average daily traffic on the proposed freeway, which would range from 117,000 to 190,000 vehicles per day (see Final Environmental Impact Statement page 3-19). As a result, the Arizona Parkway would lack sufficient capacity to meet projected travel demand. The Arizona Parkway would not adequately address the projected transportation system capacity deficiency, would not remove a sufficient amount of traffic from arterial streets, and, therefore, would not meet the project’s purpose and need. For these reasons, the Arizona Parkway was eliminated from further consideration.
the thing is that my preference is to take the 202 from the South Mountain divide to the State Route 30, then take State Route 30 west, with a branch to the 101. That would not have to be quite as big, a full freeway. And that would mean not having to replace the interchange at the 101. And at the same time, the employment centers can be located in Laveen and in Tolleson, you know.

New employment centers, employment centers particularly that have manufacturing as part of their -- as part of the centers, that they have manufacturing there or green jobs. The Laveen population has a satellite community college, which will upgrade the work force in Laveen. We only have a little community college center, which we hope to expand. So we have a longer way to go to upgrade our work force. And I think bringing jobs for the west rather than just trying to take jobs out to Chandler from the west, and Laveen and Avondale, would be better. It would be better to have a branch from the 101, an employment center at 99th Avenue and I-10, and that employment center -- I prefer infrastructure that facilitates the employment centers in the west to reduce transportation in Laveen and West Phoenix, and also Tolleson. And even Avondale.

The proposed freeway is part of the multimodal Regional Transportation Plan (see Final Environmental Impact Statement page 1-5 for more information regarding the Regional Transportation Plan). The Regional Transportation Plan includes other freeway projects, such as State Route 30 and State Route 303 Loop that provide additional capacity and mobility in the region. All of these transportation facilities work as a system and rely on each other to provide optimum performance. Also, the Regional Transportation Plan included funding for improvements to 99th Avenue south of Interstate 10.
So by -- in this way, I think they'll save some costs. They'll save some costs, and they'll -- because the way they're going now, you know, it's just going to be -- Laveen will benefit quite substantially, West Phoenix will not. West Phoenix will be left to be the low-income community. And this is consistent with what has been happening for 30, 40 years.

Whereas, the whole emphasis is on making downtown the employment center. And I think that, you know, that the City of Phoenix needs to upgrade the work force in East Phoenix also, and South Phoenix and Sunnyslope and the Canyon Corridor, which are behind, even behind West Phoenix, they're further behind West Phoenix. So the City of Phoenix needs to work with the Maricopa Community College District to -- to bring about the higher work force that can travel shorter distance to the employment center.

Also, I wanted to make a statement about the hearing process. This is -- this kind of hearing process has been used for about 30 years, 25, 30 years. It was initiated by President Reagan through the Department of Transportation. And through all the federal agencies, to provide this type of meeting without having a large audience. And
Public Involvement

The public hearing for the Draft Environmental Impact Statement was held on May 21, 2013, at the Phoenix Convention Center from 10 a.m. to 8 p.m. The public hearing’s main purposes were to present findings of the Draft Environmental Impact Statement and to obtain public testimony or comment on the Draft Environmental Impact Statement. During the day-long public hearing, participants had the opportunity to watch a video describing the study, review study information, talk to project team members, and provide verbal comments to a panel of project team members in front of an audience.

The six community forums were held at geographically diverse locations: west Phoenix (Sunridge Elementary School, 6244 West Roosevelt, Phoenix); the Gila River Indian Community; Ahwatukee Foothills Village; Laveen Village; Avondale; and Chandler. Notification that community forums would be held was included in the public hearing materials, and forum dates and locations were posted online and advertised at each successive community forum. Print advertisements for the community forums were placed in the following publications from April 26 through July 3, 2013: The Arizona Republic, La Voz, Ahwatukee Foothills News, Arizona Informant, East Valley Tribune, and West Valley View. These forums provided a more informal opportunity to learn about the Draft Environmental Impact Statement. Attendees could watch the study video, view study materials, and talk to project team members. Court reporters were available to take individual verbal comments with no time limit, and written comments could also be submitted.

In this case, there’s no public testimony, other than by transcription. The other people in the room don’t know what I believe, and I don’t know what they think. And it puts us at -- it puts any opposition to any project at a great disadvantage, and does not allow for opposition. You know, meaningful opposition. We don’t know, you know, if people would -- other people believe what I believe. Only one of these hearings has been held close to West Phoenix. No hearings have been held in West Phoenix or meetings, not really hearings. None have been held in West Phoenix. One was held close.
### Code Comment Document

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<td>5</td>
<td>Public Involvement</td>
<td>At the public hearing and all six community forums, Spanish interpreters and a sign language interpreter were available to assist participants as needed. O’odham language interpreters were available at the public hearing and two of the community forums. Informational brochures were also available in Spanish.</td>
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<td>Public Involvement</td>
<td>The six community forums were held at geographically diverse locations: west Phoenix (Sunridge Elementary School, 6244 West Roosevelt, Phoenix); the Gila River Indian Community; Ahwatukee Foothills Village; Laveen Village; Avondale; and Chandler. Notification that community forums would be held was included in the public hearing materials, and forum dates and locations were posted online and advertised at each successive community forum. Print advertisements for the community forums were placed in the following publications from April 26 through July 3, 2013: <em>The Arizona Republic</em>, <em>La Voz</em>, <em>Ahwatukee Foothills News</em>, <em>Arizona Informant</em>, <em>East Valley Tribune</em>, and <em>West Valley View</em>. These forums provided a more informal opportunity to learn about the Draft Environmental Impact Statement. Attendees could watch the study video, view study materials, and talk to project team members. Court reporters were available to take individual verbal comments with no time limit, and written comments could also be submitted.</td>
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| B1757 | also, you know, educational infrastructure, other types of infrastructure, social infrastructure, to reduce the physical infrastructure costs, increase the other costs, and balance out development throughout the Valley and have shorter work-to-home trips.  
So -- and that would mean that West Phoenix would have a better opportunity to -- West Phoenix would have a better opportunity to upgrade themselves, rather than remain as a lower income community.  
THE REPORTER: Is that it?  
MR. GRAY: Yes.  
THE REPORTER: Thank you so much.  
MR. GRAY: Thank you. |
TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL
DATE: 5/16/13
TIME: 10:51 AM
CALLER: FRED GREDE
CALLER ADDRESS: 1522 EAST TREASURE COVE DRIVE, GILBERT, AZ 85234
PHONE: EMAIL:

CALLER REMARKS/QUESTIONS:
I support the freeway. It should be connected to the 303 at the proper place, not before it. I support it and it needs to done. But, it should be a complete loop, not a dog leg left and then right like you’re going north it should be a loop and properly done.

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
From: Projects
To: ADOT
Subject: FW: South Mountain Freeway
Date: Tuesday, July 16, 2013 10:08:03 AM
Attachments: image001.png

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

From: Cheryl Green [mailto:cheryl@cjbg1980.com]
Sent: Monday, July 15, 2013 6:44 PM
To: Projects
Subject: South Mountain Freeway

We do not want the South Mountain Freeway
Cheryl And Brett Green
4172 E Rockledge Rd
AHAWATULKEE

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**INCOMING CALL**

**DATE:** 7/22/13  
**TIME:** 4:50 PM  
**CALLER:** BENDRA [UNCLEAR] GREEN  
**CALLER ADDRESS:** 18220 NORTH 26TH PLACE, PHOENIX, ARIZONA 85032  
**PHONE:**  
**EMAIL:**

**CALLER REMARKS/QUESTIONS:**

I would vote yes for the South Mountain Loop 202 freeway.

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<td></td>
<td>Comment noted.</td>
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From: Projects
To: ADOT
Subject: FW: Comments Regarding Proposed 202 Loop
Date: Monday, July 08, 2013 8:49:57 AM
Importance: High

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

-----Original Message-----
From: cgreene22@cox.net [mailto: cgreene22@cox.net]
Sent: Sunday, July 07, 2013 7:33 PM
To: Projects
Cc: cgreene22@cox.net
Subject: Comments Regarding Proposed 202 Loop
Importance: High

We are writing to state our OPPOSITION of the proposed 202 Loop for the following reasons.

Environment impact.
Air and Noise Pollution.
Increased traffic will produce result in additional pollution, impacting 75,000 people. I understand your study states you have met the federal standards. Regardless of the federal standards, pollution is pollution no matter what number you assign it. I am not comforted by some federal standard. I don't trust your study or the federal standards you propose it meets. All one needs to do is drive on Interstate 10 into Phoenix and see the brown haze that sits over downtown. I certainly don't want that on the side of the mountain. The no-build option is the only option.

Traffic noise can be heard a mile from I-10. If you add another freeway, that noise will increase profoundly.

Dangerous trucks in a fragile area
As more cars pass through a major thoroughfare, there's a greater chance of someone throwing a cigarette butt out of a window and causing problems. Sonoran Deserts are not fire adapted. When you have people using a major thoroughfare, you're going to increase the chance of anyone throwing a cigarette butt out. It's going to increase the rate, whether it's incidental. You're also going to have species that will fill in empty spaces left by construction and those species help fuel local fires. There's a number of factors, but when combined it will have an impact, and I fear a negative impact on that ecosystem. (Source: Wendy Hodgson, research botanist and herbarium curator at the Desert Botanical Garden)

We are concerned, as is the Ahwatukee-based Protecting Arizona's Resources and Children (PARC), about the possibility of truckers using the South Mountain Freeway as a Canamex route, to get trucks and whatever hazardous materials they may be carrying from Mexico or Canada through the U.S. as quickly as possible. The DES does state in several areas that hazardous materials will be allowed on this freeway. This is UNACCEPTABLE!

Destruction of South Mountain terrain.

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<td>2</td>
<td>Noise</td>
<td>No noise barriers are designed to provide a substantial reduction in noise levels along freeways, but do not and cannot eliminate noise from passing into nearby neighborhoods. Just because noise can be heard does not mean that noise barriers are ineffective. Even at the levels considered &quot;acceptable&quot; by the Arizona Department of Transportation Noise Abatement Policy and Federal Highway Administration regulations, noise is still readily audible and can be heard for some distance from the freeway.</td>
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<td>3</td>
<td>Alternatives, No-Action (No-Build) Alternative</td>
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<td>4</td>
<td>Noise</td>
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<td>Biology, Plants, and Wildlife</td>
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<tr>
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<td>Biology, Plants, and Wildlife</td>
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<td>7</td>
<td>Trucks</td>
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<td>8</td>
<td>Hazardous Materials</td>
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Cutting through the mountain will destroy the land and its inhabitants. This is deplorable and would destroy a portion of the park that many hikers and residents greatly enjoy.

The actual impacts of the freeway cutting through South Mountain Park, on the maps are presented like it's not a big deal but when you're talking about cutting across the corner of a park, that is a huge impact! It's not just the direct impact of eliminating acres of the park, but it's the fact that now you have a major freeway right next to one of the largest urban parks in the country. South Mountain Park is a focal point for many.

The proposed plan to cut a 220-foot cut through one ridge, a 190-foot cut to another, and a 70-foot cut is simply unacceptable as is the expected $30 million to do so.

Affects on Wildlife
The best thing YOU could do for wildlife is not to build the freeway. You need to take a deeper look at the impact to the desert wildlife, i.e. the desert tortoises. Proposed mitigation, irrespective of whether or not the tortoises are listed right now as endangered, should be considered. There should have been more efforts to ensure that the tortoises are not harmed and that additional habitats for tortoises are protected.

The plant life on South Mountain should also be considered. While the freeway may not directly destroy endangered species, it will fragment the habitat and create problems for the entire ecosystem. The Sonoran Desert is unique to our region. We're losing it. We're continually fragmenting it. We have to be careful of that. It's not an infinite resource. (Source: Wendy Hodgson, a research botanist and herbarium curator at the Desert Botanical Garden)

Furthermore, even DEIS admits that noise during construction could be a problem for many species of birds and that the area is known to be a habitat for desert tortoises.

Who Really Benefits?
Who really benefits from the freeway? The truth has not been fully disclosed. For truckers, it adds another route - no benefit to Ahwatukee. For developers – it opens up new land options on the west side to build because now undevelopable land becomes valuable due to quicker access to either side - no benefit to Ahwatukee. Time savings was 6 minutes to downtown. For the damage incurred, that is not a justifiable trade-off for Ahwatukee.

Who Really Benefits?
Who really benefits from the freeway? The truth has not been fully disclosed. For truckers, it adds another route - no benefit to Ahwatukee. For developers – it opens up new land options on the west side to build because now undevelopable land becomes valuable due to quicker access to either side - no benefit to Ahwatukee. Time savings was 6 minutes to downtown. For the damage incurred, that is not a justifiable trade-off for Ahwatukee.

Bottom Line: The Necessity for the Freeway Doesn’t Exist! The necessity for the freeway doesn’t exist, but an increase in noise and air pollution, and the destruction to our land and its inhabitants is quite evident. By increasing traffic, it will add to the toxins already in the area. This geographical area is going to hold this problem and not dispense it. We’re going to end up with a place that’s not fit to live in. I agree with the Sierra Club of Arizona; the cost is too great. Funding could be better spent repairing infrastructure that already exists and promoting different forms of transportation.

Progress isn’t always the right answer if you destroy land and people in the way. You can’t undo the damage once done. Please do NOT build Loop 202 South Mountain freeway...because it is the right thing to do for Ahwatukee as a whole.

Sincerely,
Cheryl and Michael Greene
Ahwatukee residents since 1993

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<td>Purpose and Need, Lack of Support</td>
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<td>3</td>
<td>Alternatives, No-Action (No-Build) Alternative</td>
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From: Projects
To: ADOT
Subject: FW: I Oppose the South Mountain Freeway
Date: Thursday, July 18, 2013 9:18:03 AM

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

-----Original Message-----
From: Sierra Club [mailto:information@sierraclub.org] On Behalf Of William Greene
Sent: Thursday, July 18, 2013 9:00 AM
To: Projects
Subject: I Oppose the South Mountain Freeway

Jul 18, 2013
Arizona Department of Transportation South Mountain Study Team
1655 W Jackson St, MD 126F
Phoenix, AZ 85007

Dear South Mountain Study Team,

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

Our city and state needs to prioritize public transportation, not build another freeway through a protected area. More highways are not the solution - light rail, commuter trains, bicycle infrastructure, and other transit options should be our focus. Please select the No Action Alternative. Thank you!

Sincerely,
William Greene
2027 E University Dr Unit 118
Tempe, AZ 85281-8526
(480) 259-7551

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To Whom it May Concern,

I am a registered voter over the age of 18 and current resident of Laveen Village/Phoenix South Mountain. I am in favor of the Loop 202 being completed in our district. Not only will this completion make it easier to access the rest of the Phoenix Metro area but it will bring immense value to our neighborhoods. It will bring a much needed modern hospital to our area. This freeway will also bring us shopping choices that we are currently having to travel at least 10 miles (and 20 miles on average) in any direction to access.

Completing the Loop 202 will increase our home values. Being one of the hardest hit areas in the Valley during the housing crisis many of us have seen our home values plummet. Many of us are still underwater in our mortgages. Because we love our neighborhood and want to see it become the jewel we know it can be we have stood our ground and fought to keep good people in their homes. We have excellent schools in our area including Eagle College Prep Elementary School, Vista del Sur Elementary School, and Legacy Traditional School. All of these schools are rated among the top in our state.

Completing the Loop 202 will not only increase our home values but it will increase our property tax dollars which can then be spent to improve our local public schools, police, and fire departments. Our tax dollars will go to improving our roads and increasing pedestrian safety. Currently many of our roads have no sidewalks forcing pedestrians to walk along streets with high speed limits. Baseline Road, for example, has an average speed limit of 45 mph. I will not allow my children to walk to school even though we live less than a mile away because they would have to cross Baseline. Bus service would increase in our area reducing the need to drive everywhere thus improving Phoenix’s air quality.

I have personally watched several good families move from our area because the logistics of accessing anything a family would need is a nightmare. The nearest quality dance studios and gymnastics are no less than 20 miles away in any direction. The nearest movie theater is downtown. The nearest mall is 20 miles in any direction. The nearest hospitals are in crime infested areas of the city. I am afraid to take my children to any of these facilities. Often we find ourselves using one of two aging urgent care facilities in our neighborhood. We have no craft stores in our area to patronize when our kids need to do school projects (there are so many school projects). We have no clothing choices other than Walmart. We currently have only two grocery stores to choose from- Safeway and Fry’s. We have three fuel stations- Safeway, QT, and Circle K. We have a Walmart that is overrun with disgruntled and angry employees making it a nightmare to shop. We have very few sit down family restaurants and way too many fast food franchises. Bringing the Loop 202 through our district will not only ease our frustration in meeting the basic needs of family life it will increase sales tax dollars as well.

Please complete the Loop 202 as quickly as possible. It will greatly improve our quality of life here in Laveen/South Mountain. It will bring in much needed health and shopping opportunities. It will increase the population in our Village giving us a stronger voting presence. It will increase tax dollars being collected by the city and state. Our residents have been waiting patiently for over 15 years for this project to be completed. The city has already set aside the money for improvements. Please give our area access to the rest of the city.

Thank you,
Jessica Grevorovic
7301 S 31st Dr
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<thead>
<tr>
<th>Code</th>
<th>Issue</th>
<th>Response</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Traffic</td>
<td>Hazardous Materials Commodity Flow Studies and other information are used by emergency response planners (such as the Arizona State Emergency Response Commission statewide and the Maricopa County Local Emergency Planning Commission for Maricopa County) as one of the elements considered when developing Emergency Response Plans. If the plan were amended, it would be made available to the Arizona Department of Transportation.</td>
</tr>
<tr>
<td>2</td>
<td>Traffic</td>
<td>In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the freeway on the local street system, including the shift of access to Foothills Reserve and Calabrea from Pecos Road to Chandler Boulevard. The City study found no adverse effects on the local street system from the proposed freeway (see Appendix 3-1 of the Final Environmental Impact Statement).</td>
</tr>
</tbody>
</table>
I-10 and the highway department rated every intersection in that area as an F because the congestion was so appalling with everyone trying to use two roads. When they added Pecos, it was -- it relieved and it allowed us to have an adequate number of city streets back here. If they take away Pecos as a city street, we're back to two roads or one road and that, again, is not enough to handle even the normal traffic in Ahwatukee. We need Pecos as a city street. They would never think of building a freeway -- I asked at one of the meetings years ago, "Well, why don't you build a freeway on Camelback or Indian School Road?" They said, "Well, those are streets." I said, "Well, here Pecos is a street for us." This is how we get around. We need this street. And if you take it away from us, it will destroy our ability to get around within our city. So that's -- that's the first comment.

The second comment is regarding trucks. They insist that this is not a truck bypass and, yet, anyone who can look at a map and read the map knows that it will be used as a truck bypass because it connects to I-10 in two places. It will be a nice, lightly used road for all of the trucks to scoot around Phoenix and
1 continue to Los Angeles.
2 If they are serious about it not being a truck route, I would ask that, if it is built, that they ban trucks. I've seen that done on highways in other cities and in an area where it was supposedly only for residential traffic.
3 If it's for residential traffic, put your money where your mouth is and ban trucks. If you're driving on interstate 35E in St. Paul, Minnesota, for example, you come to the place where it branches off and it will say, "No trucks on this road. If you're a truck use this road," and they can easily do that here, too, if they are serious this is not a truck road. If they don't do that, I don't believe them.
4 And those are the two larger issues. But I also want to add a personal issue. I moved here, bought my house in 1999 and, at that time, I came here for health reasons. And I chose Ahwatukee specifically because it was isolated. There was little traffic.
5 There was mainly desert landscaping. I have allergy problems, severe allergy problems that affect my breathing.
6 I came here because this was the area in the Valley that best suited my health needs. At that time, I looked at everything the highway department had

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<th>Code</th>
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<tr>
<td>4</td>
<td>Trucks</td>
<td>Arizona highways, as are most highways across the United States, are open to all kinds of traffic, so long as the cargo being carried is in accordance with U.S. Department of Transportation regulations for the specific type of cargo. The Arizona Department of Transportation has a few locations in the state with hazardous cargo restrictions, but these restrictions are based on emergency response issues or roadway design limitations specific to that location. For example, the Interstate 10 Deck Park Tunnel has certain hazardous cargo transport restrictions because of the limited ability for emergency responders to address a hazardous materials incident in the tunnel. The South Mountain Freeway, if implemented, is expected to operate under the same rules as other similar facilities in the state; use by heavy trucks would be expected to be permissible (see text box on page 4-157 of the Final Environmental Impact Statement).</td>
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| 1    | At that time, they said there is no funding for 202, the South Mountain Freeway and it is not on our plan -- it's not in our plans that it will ever be built. If it is built, they had it on the map as a purple road, a purple dotted line. Purple meant possible toll road. They said it will not be built as a regular road. So when they say that it's been on the map since the '80, that's not true. In the '90s they took it off the map and said only a possible toll road. And I thought well, they are not going to build a toll road in Arizona. People won't put up with that. I said, "I'm safe."
| 2    | So I bought my home. I moved in. And it's been wonderful. My health has never been better than living back here. I live literally two blocks from where the proposed freeway will be. First of all, there would be a year of construction with tremendous dust and everything. I'd have to virtually move for that year. At the end of that, there would be all the dirt from all the trucks unless they would ban them, which I doubt they will because I don't believe them that it's not a truck bypass. In effect, I'm going to be forced to try to sell my home and move and I'm -- at my age, I don't want to do that. |
| 3    | 4 |

### Purpose and Need

The Southwest Loop Highway—the South Mountain Freeway predecessor—was integral to the Regional Freeway and Highway System approved by Maricopa County voters in 1985. Although other facilities were considered a higher priority early in development of the Regional Freeway and Highway System, the South Mountain Freeway has been included in every subsequent update. The same route was approved by the State Transportation Board in 1988. In 2004, Maricopa County voters approved Proposition 400, which was designed to fund completion of the remaining segments of the Regional Freeway and Highway System, including the proposed South Mountain Freeway (Final Environmental Impact Statement page 1-21).

### Neighborhoods/Communities

While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).

### Air Quality

To reduce the amount of construction dust generated, particulate control measures related to construction activities must be followed. The following mitigation measures would be followed, when applicable, in accordance with the most recently accepted version of the Arizona Department of Transportation Standard Specifications for Road and Bridge Construction (2008). Prior to construction and in accordance with Maricopa County Rule 310, Fugitive Dust Ordinance, the contractor shall obtain an approved dust permit from Maricopa County Air Quality Department for all phases of the proposed action. The permit describes measures to be taken to control and regulate air pollutant emissions during construction (see page 4-173 of the Final Environmental Impact Statement).

### Air Quality

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
I love this area. It's a beautiful area, and to destroy it at this point I just find reprehensible.

And there are a lot of other people back here who have health issues also, reasons for having come back here.

And I really encourage them to keep their promise that they were not going to put -- and that's what it was, they said, when I asked them -- and I did pursue it. And I'm asking them to keep their promise that they will not build a regular freeway through here.

I think that's it.

Thank you.

I just want to add I think it is absolutely appalling that they are thinking of cutting through South Mountain Park for this freeway. South Mountain Park has been considered to be one of the treasures of Phoenix. They have bragged about it for years, about how the people who settled in this area had the foresight and the wisdom to set aside these huge mountain preserves. South Mountain Park is a treasure for the entire Valley.

I realize that it's just a small part that they are going to slice through, but it will impinge on it nonetheless and I'm so offended by that.
And I only need to look -- I spent enough time in Phoenix over the years that I know what North Mountain Park used to be. I know what Dreamy Draw was like before they punched the Squaw Peak freeway through. They said it wasn't going to ruin the park. It did. It took an idyllic part of the city and turned it into a noise box raceway and I dread that happening to our South Mountain. Phoenix calls it one of its points of pride even, they are so thrilled with it. And now ADOT is threatening to cut through it and damage it in a way that it will never be able to repair.

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
From: Projects
To: ADOT
Subject: FW:
Date: Wednesday, May 15, 2013 12:36:27 PM

From: Mark Griffin [mailto:lighthouseflowers@yahoo.com]
Sent: Wednesday, May 15, 2013 12:26 PM
To: Projects
Subject: As a florist we deliver in that area and putting in the 202 will save me time and money. This should have been built years ago.

Mark Griffin, Lighthouse Flowers & Photography
Family owned and operated since 1962
1007 East Southern Avenue Mesa AZ 85204
Phone (480) 892-5093 we are on the web at
www.lighthouseflowershop.com
www.lighthousephotosaz.com
We are open 9:00 am to 5:00 pm Monday through Friday and 9:00 am to 3:00 pm Saturday
From: Mary Griffith [mailto:magriff1@cox.net]
Sent: Saturday, April 27, 2013 11:02 AM
To: Projects
Subject: Support South Mountain Freeway

ADOT Study Team Panel
Re: Loop 202 Report

I support building the South Mountain Freeway. In 1991 my husband and I bought a home near where the freeway will be, based on the expectation that this wonderful loop around Phoenix would be completed in a few years. We are confident, even after waiting now for 20 years, that if we ever sell, our property value as well as our lives will be enhanced by the freeway. Please build Loop 202 around South Mountain.

Thank you for your consideration.

Sincerely,

Mary Griffith
15251 S. 26th Street
Phoenix, AZ, 85048

PS: I tried to use your on-line email form but it seems to be bugged.

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From: Jim Griffith [mailto:GriffPhx@cox.net]
Sent: Saturday, April 27, 2013 1:39 PM
To: Projects
Subject: RE: Support for South Mountain Freeway along Pecos route

I encourage building the South Mountain Freeway along the Pecos route. In 1992 my wife and I purchased a home near that route with the expectation that the road would be built as planned. We still look forward to using the road and sharing it with other Phoenix area traffic.

Please build the road soon; we’ve had way too many meetings.

Sincerely,
Jim Griffith

Comment Response Appendix • B1773

Comment noted.
TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL
DATE: 5/15/13
TIME: 7:30 PM

CALLER: BRENT GRIMES
ADDRESS: 1337 E. ERIE STREET, GILBERT, AZ 85295

CALLER REMARKS/QUESTIONS:
I 100% approve of the freeway expansion of the South Mountain Freeway.

Comment noted.
South Mountain Study Team  
Arizona Department of Transportation  
1655 West Jackson Street  
MD 126F  
Phoenix, Arizona 85007  
May 24, 2013

Dear Study Team:

These comments address the preliminary right-of-way (ROW)/engineering for the eastern section of the South Mountain Freeway in the area of the Main Ridge South.

I own parcel 300-05-004D. The preliminary ROW footprint shows the freeway cutting through the south-southwest portion of this parcel.

There is no consideration in the draft environmental impact statement (DEIS) for access to 300-05-004D and the parcels to the west and north if the proposed alternative is built, even though the proposed alternative would have a drastic impact on reasonable access.

While the DEIS does concern itself with access issues in developed areas, it does not address access to this undeveloped area of residentially zoned property in the City of Phoenix.

The impact of the proposed action on access to the Main Ridge South area needs to be addressed because of the major access impact the proposed action has and because the proposed freeway corridor has frozen development in this area since the early 1980’s—which is why this is the only undeveloped

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<tr>
<td>1</td>
<td>Acquisitions and Relocations</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.</td>
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</table>
portion of the Ahwauteekee Foothills. The current lack of
development should not preclude ADOT solutions for access to
this area as ADOT’s multi-decade plan for the freeway is the
case for the lack of development.

ADOT has an affirmative duty to not impede reasonable access
to parcels due to its actions. According to ARS 32-2185.02 A:
“No subdivided land may be sold without provision for
permanent access to the land over terrain which may be
traversed by conventional motor vehicle unless such provision
is waived by the commissioner.” Unless ADOT assists in
creating a solution for the access challenges created by the
proposed freeway ROW taking it will be difficult, if not
impossible, to provide vehicular access to the approximately
250 privately owned acres located in the City of Phoenix.

The proposed action freeway ROW takes the 25’ deeded right-
of-way to 300-05-004D that is meant to be the parcel’s access
as an extension of Shaughnessey road.

In addition, the only effective potential road access to parcels
to the west and north of 300-05-004D is through the freeway
ROW ADOT proposes to take from 300-05-004D. Effected
parcel access includes access to 300-04-014B, 300-04-
016,300-05-003B, 300-04-013E and 300-04-015X. (Parcel
300-05-006B is almost all taken by the proposed freeway
ROW).

There are also 15 additional parcels to the north of those
mentioned above that would be impacted by potential lack of
access because of the freeway ROW. These include:
300-04-013C and 300-04-011D, 015D, 015K, 015J, 011A, 015F,
015W, 015R, 015T, 015Q, 015L, 015V, 015Z and 015Y.
It should be noted that the previous owner of the adjacent parcels to the south, west and north of 300-05-004D was Woodside Homes. Woodside Homes had a preliminary plat for a subdivision comprised of these parcels. The plat had access to these parcels through the ROW ADOT proposes for the freeway through the Main Ridge South.

The access to 300-05-004D and the other parcels to the west and north is highly problematic if ADOT takes the proposed freeway ROW. Access from the north and north-west of the freeway ROW for the affected parcels would be difficult because of the steepness of the terrain.

Access to this area from the South Phoenix/Laveen area is precluded because of South Mountain Park.

The location of the ADOT ROW through the Main Ridge South makes sense because of the planned route, the intent to avoid as much of South Mountain Park/South Mountain as possible and the fact the South Mountains slope downwards in this area. However these factors also make this location the only logical solution for right-of-way to access all the private parcels in this area.

The EIS should address this ROW issue before a Record of Decision is issued as potential solutions have environmental, fiscal, and cultural impacts that should be analyzed. (e.g. there are Native American artifacts in this area) and the area impacted is significant.

The purpose of the National Environmental Policy Act (NEPA) is to promote informed decision-making by agencies by making "detailed information concerning significant environmental impacts" available to both agency leaders and the public.
The South Mountain Freeway ROW issue in the Main Ridge South area will need to be addressed if the proposed action is implemented. Examining the impact of the access issues caused by the proposed action in the EIS is the type of issue NEPA envisions be explored before the EIS is finalized.

Sincerely,

Randy Gross
1632 E. Diamond Drive
Tempe, AZ 85283
(480)695-7566
ydharr144@msn.com
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<tr>
<th>Code</th>
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<tr>
<td></td>
<td>Reggie Rector</td>
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<tr>
<td>From:</td>
<td>Reggie Rector</td>
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<tr>
<td>Sent:</td>
<td>Wednesday, May 22, 2013 10:12 AM</td>
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<tr>
<td>To:</td>
<td>Randy Gross</td>
</tr>
<tr>
<td>Subject:</td>
<td>RE: Parcel Maps and Freeway</td>
</tr>
<tr>
<td>Attachments:</td>
<td>20130521105269690.pdf</td>
</tr>
</tbody>
</table>
|       | Good Morning Randy:
|       | The copy isn’t as clear as I’d like, but in its best we can get. Can’t see the APN, but the parcel lines are visible. You can compare this with sheet 8 in the online aerial mapping. Please bear in mind this is for virtual reference only and not representative of final right of way requirements which could change significantly depending on the outcome of the EIS. We need to see if a build option is decided on, and if so, get into the final design stage for this construction segment. Nicely meeting you yesterday as well. Contact me anytime. |
|       | Reginald Rector, SR/WA |
|       | Right of Way Project Coordinator |
|       | 305 S. 17th Avenue |
|       | MD 8121 |
|       | Phoenix, AZ 85027 |
|       | 602.722.7730 |
|       | www.adot.gov |

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<td>Randy Gross [<a href="mailto:syrus144@msn.com">mailto:syrus144@msn.com</a>]</td>
</tr>
<tr>
<td>Sent:</td>
<td>Tuesday, May 21, 2013 3:12 PM</td>
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<tr>
<td>To:</td>
<td>Reggie Rector</td>
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<tr>
<td>Subject:</td>
<td>Parcel Maps and Freeway</td>
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<td>Reggie,</td>
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<td>It was nice meeting you at the hearing today; I do appreciate your helpfulness. I did find the freeway map in the &quot;library&quot; section of the website. You mentioned that you could send me a copy of a portion of the assessor’s map overlayed on the South Mountain Freeway right-of-way map. This would be very helpful. The parcel in which I have an interest is: 300-06-0040. I am also going to follow your suggestion and comment on the EIS. Since my comments pertain to the RDW in this area, I will e-mail a copy of the comments to you for your information.</td>
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Thank you for your assistance,

Randy Gross
ydhar144@mon.com

05/20/13

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

Acquisitions and Relocations

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
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<tr>
<td></td>
<td>Randy Gross</td>
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<td>1632 E. Diamond Drive</td>
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<td>Tempe, AZ 85283</td>
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<td><a href="mailto:ydlar146@msn.com">ydlar146@msn.com</a></td>
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<td>(480)969-7566</td>
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<td>To:</td>
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<tr>
<td>Subject:</td>
<td>FW: no freeway in Ahwatukee...</td>
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<td>Date:</td>
<td>Tuesday, July 23, 2013 4:50:16 PM</td>
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Thank you,

Salina Tovar  
Community Relations Officer  
1655 W. Jackson St.  
MD 1280, Room 170  
Phoenix, AZ 85007  
602.712.4629  
azdot.gov

---

From: Julie Grove [mailto:jgrove926@cox.net]  
Sent: Tuesday, July 23, 2013 4:25 PM  
To: Projects  
Subject: no freeway in Ahwatukee...  

Please add my name to any email list/petition sign-up against the proposed expansion of the 202 freeway in Ahwatukee. I don’t feel it’s what’s best for our community as far as growth.

Thank you.

Julie Grove, REALTOR®  Stone Path Real Estate  
Perpetual house hunter & neighborhood nester.  
Forsuer of all paths that lead to making a house a home.  
Like to search the MLS (from the comfort of your sofa) too?  
Search just like I do at juliegrove.listingbook.com  
Right to the Red Phone 480.577.4428

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<td>Comment noted.</td>
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**From:** Projects  
**To:** ADOT  
**Subject:** The comments on south mountain freeway DEIS  
**Date:** Friday, July 05, 2013 8:38:42 AM  
**Attachments:** image001.png

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

---

**From:** Jian Gu [mailto:jiangu1@gmail.com]  
**Sent:** Thursday, July 04, 2013 3:24 PM  
**To:** Projects  
**Subject:** comments on south mountain freeway DEIS

I am writing regarding the south mountain freeway DEIS. The study shows the importance of the proposed freeway to reduce traffic congestion, and connect southeast and southwest valley. I am living in laveen and working in Chandler. Each day I have to use baseline, which becomes more and more congested. I think we should start building the freeway NOW!

Thanks,
Jian Gu  
6840 W Fremont Rd  
Laveen, AZ 85339

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**From:** Projects  
**To:** ADOT  
**Subject:** FW: SMF  
**Date:** Wednesday, July 17, 2013 2:11:51 PM  
**Attachments:** image001.png

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

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**From:** Ralph Guariglio  
mailto: kokonuto@cox.net  
**Sent:** Tuesday, July 16, 2013 5:40 PM  
**To:** Projects  
**Subject:** SMF

As a concerned citizen and 18 year Ahwatukee resident, I am absolutely opposed to the construction of the South Mountain Freeway, especially considering there is a blatant, obvious alternative - SR 85 from I-10 to Gila Bend! This redirects truck traffic from Phoenix and sends it through Gila Bend - a HUGE shot in the arm for their economic development and a giant cost savings to the construction of the freeway. It also eliminates the need to displace families and businesses or to destroy national park/sacred land.

Just because this freeway has been on the books for 20+ years does not make it a necessity through Ahwatukee. Put aside your political aspirations and agendas and do the right thing. Save all of us taxpayers a lot of money and heartache and use the route already in existence - SR85!!!

Thank you,  
Ralph "Don’t Make A Move Without Me" Guariglio  
REALTOR  
AZ Residential Realty, LLC  
480-241-7622  
kokonuto@cox.net  
www.HomesByRalph.com

Oh, by the way, please think of me whenever the subject of Real Estate comes up!

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<th>Code</th>
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<td>Alternatives</td>
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<td>Purpose and Need, Old Plan or Use of Old Data</td>
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Please build the South Mountain Freeway. We have been waiting for years for this project to be done. I saw this proposed freeway on the maps when I moved to Ahwatukee in 1987. I do, however, prefer the alignment with the I-10/I-101 intersection. This would truly provide a circle around the Phoenix Metro area. Bringing the freeway into the I-10 at 55th Avenue seems to be a ridiculous location considering the current traffic issues in that area on a daily basis.

Barbara Guignard
TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL
DATE: 7/24/13
TIME: 2:46 PM
CALLER: BONNIE GUILDEAUX
PHONE: EMAIL:

CALLER REMARKS/QUESTIONS:
I am calling to support the new freeway. We have such a terrible time every time we have to go down once a week toward Ahwatukee. This would be a wonderful thing besides the fact that in this day and age we need as many job programs as possible and improve our infrastructure. As opposed to letting it disintegrate like so many other cities do. Thank you.

1

1

Response
Comment noted.
I strongly encourage ADOT to focus only public/mass transit infrastructure development, not on freeways. Transit-oriented development is a big win-win for the public. Center-city residents should not subsidize freeways for far-flung sprawl areas. We should not sanction projects that result in 1) significant increases in pollution (which has significant health risks) and 2) significant loss of open spaces. Let’s build some transportation infrastructure, but let’s do it right - build transit systems, not auto-centric freeways; serve people & the environment, not sprawl. Thank you!

Renee Guillory

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<td>Alternatives, Nonfreeway Alternatives</td>
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From: Projects
To: ADOT
Subject: FW: 202 South Mountain
Date: Monday, May 20, 2013 8:23:12 AM

From: Marshall Gurian [mailto:marshallgurian@cox.net]
Sent: Sunday, May 19, 2013 2:46 PM
To: Projects
Subject: 202 South Mountain

Gentlemen
Please add my name to those supporting the creation of said project.
Thanks.
Marshall Gurian
3277 E. Raven Ct.
Chandler, AZ 85286

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Comment noted.
### TELEPHONE CONVERSATION RECORD

**SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

**INCOMING CALL**

**DATE:** 5/17/13

**TIME:** 3:20 PM

**CALLER:** LORI GUTHRIE

**ADDRESS:** 1222 WEST GOLDEN LANE, PHOENIX, AZ 85021

**PHONE:**

**EMAIL:**

**CALLER REMARKS/QUESTIONS:**

I approve of the freeway. Thank you.

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