

ARIZONA DEPARTMENT OF TRANSPORTATION

OFFICE MEMO

February 5, 1987

TO: ROBERT P. MICKELSON
Deputy State Engineer

FROM: JOHN LOUIS *JLR*
Corridor Location Engineer
Urban Highway Section

RE: Southeast Loop & Southwest Loop
GRIC concerns

The letter from the GRIC dated December 2, 1986 identifies the following as issues of concern:

1. Location and type of local access points.
2. Access to Pima - Chandler Industrial Park.
3. Access to Price Road south of Pecos Road.
4. Access to GRIC where freeway is offset from the reservation boundary.

These issues have been addressed in various coordination meetings involving the GRIC. The following is a summary of our response to these issues:

Location and Type of Access Points

The following access points have been agreed upon by both the GRIC and the City of Phoenix. These were again confirmed in a December 9 meeting with GRIC representatives.

TI at 51st Avenue
TI in vicinity of 35th Avenue
TI at 19th Avenue
TI at 7th Avenue
TI at 7th Street
TI at 24th Street
TI at 40th Street
Grade Separation at 48th Street

Robert P. Mickelson
GRIC concerns
February 5, 1987
Page -2-

The following access points have been discussed in meetings with the GRIC and City of Chandler:

Grade Separation at 56th Street
TI at Kyrene Road
TI or Grade Separation at McClintock Road

There has been a general concurrence, but no firm commitment, on these access points. The consultant has pointed out that a TI at McClintock Road may require R/W from GRIC and may not work at all due to the proximity to the Price / Southeast Loop TI.

Access to Pima - Chandler Industrial Park

All concepts being considered for the I-10 TI maintain existing access to Maricopa Road and Chandler Blvd. A new additional TI is anticipated at Kyrene Road. We believe that access to the Pima - Chandler Industrial Park will be enhanced.

Access to Price Road South of Pecos Road

Directional TI concepts are being developed which allow for a direct through movement of the Price facility to the south. Projected development in this area, some of which should be reflected in the new MAG forecasts, suggests that such a connection may be desirable. It also seems logical from a continuity standpoint and would be beneficial if, at some future date, Price Expressway needed to be extended south.

Access to GRIC where Freeway is offset from Reservation Boundary

In meetings with the GRIC, we have pointed out that MAG funds can not be expended on arterial streets. Chandler has indicated in these meetings that they intend to construct the arterials to the reservation boundary.

This is the first positive piece of correspondence received from Governor Antone; it might be appropriate to recommend a meeting with him to show our interest. To this point their staff has not indicated any desire or ability to help solve any access or drainage problem by obtaining R/W & granting it to us.

JLL:ca



ARIZONA DEPARTMENT OF TRANSPORTATION

HIGHWAYS DIVISION

206 South Seventeenth Avenue Phoenix, Arizona 85007

ROSE MOFFORD
Governor
CHARLES L. MILLER
Director

September 28, 1989

THOMAS A. BRYANT, II
State Engineer

Governor Thomas R. White
Gila River Indian Community
P. O. Box 97
Sacaton, Arizona 85247

Dear Governor White:

This letter is to update you on the status of the utilization of storm water runoff as an irrigation and recreation water resource in relation to the Gila Drain.

Salt River Project has been requested to provide any information they have regarding the quality and quantity of water flowing in the Gila Drain. SRP has agreed to provide what information is available but, to date, our consultant has not received this information and SRP has been unable to provide a date as to when they will have this information.

I have instructed the Urban Highway staff to keep Ms. Dorothy Hallock of your planning staff informed on the progress of this study.

Sincerely,

GARY K. ROBINSON
Chief Deputy State Engineer
Highway Division

GKR:GEW:vlb

bcc: Jim Patterson
George Wallace



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ARIZONA DEPARTMENT OF TRANSPORTATION

206 South Seventeenth Avenue Phoenix, Arizona 85007

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October 5, 1989

Charles Miller, Director
Arizona Department of Transportation
206 S. 17th Avenue
Phoenix, Az. 85007

Dear Charlie:

Thought you would be interested in the Conceptual Master Plan of the Gila River Indian Reservation area, south of the South Mountain San Tan Freeways. Specifically this indicates what they have in mind for their floodway greenbelts, golf course, reservoirs, etc., in that particular area, and it could possibly be a great use for additional waters in the Gila Drain.

Again, I think this is a project for this water that Chandler, ADOT and others with a common interest should be working very closely with the Tribe.

Sincerely,

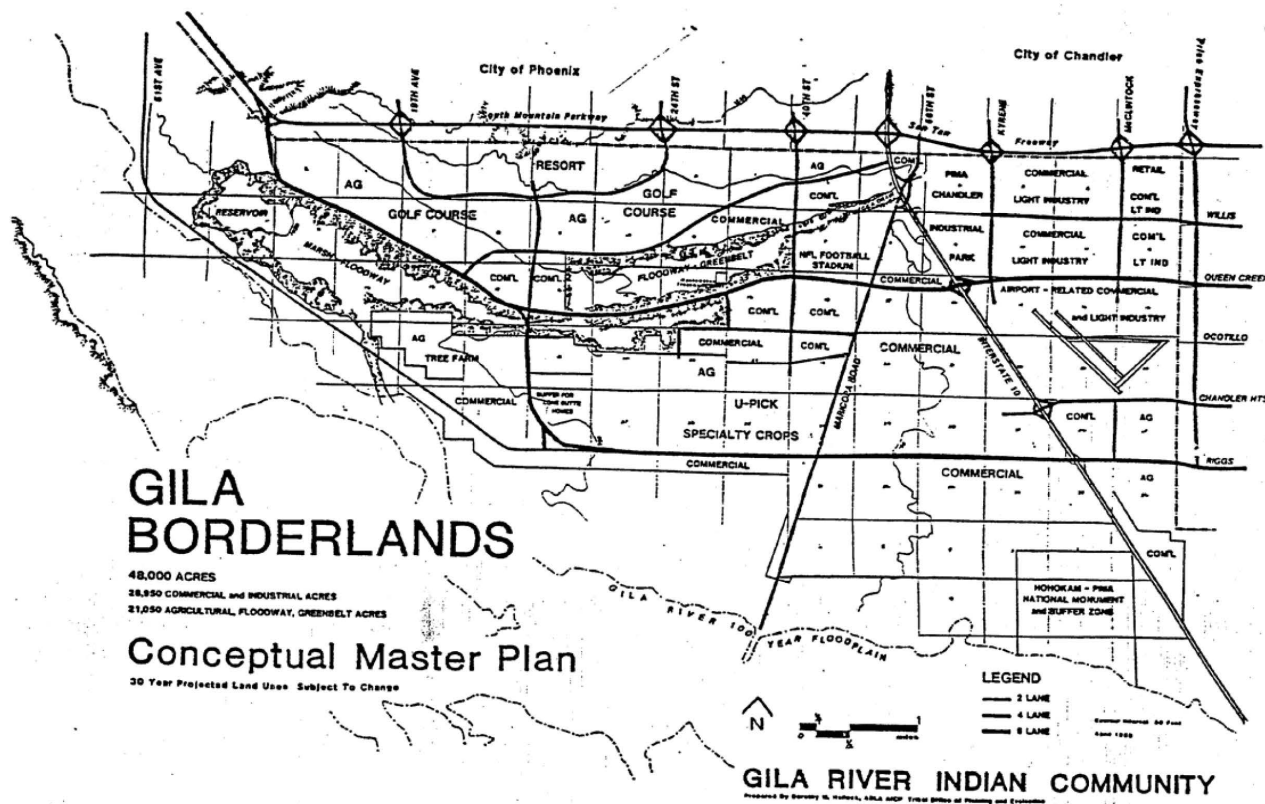
Jim Patterson

JP/jlm

cc: Gary Robinson



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ARIZONA DEPARTMENT OF TRANSPORTATION

HIGHWAYS DIVISION

206 South Seventeenth Avenue Phoenix, Arizona 85007

October 30, 1989

ROSE MOFFORD
Governor
CHARLES L. MILLER
Director

THOMAS A. BRYANT, II
State Engineer

Mr. James H. Matteson, P.E.
Street Transportation Director
City of Phoenix
125 E. Washington St.
Phoenix, AZ 85004

Subject: South Mountain Freeway/7th Avenue Interchange

Dear Mr. Matteson:

This letter is in response to your October 13, 1989 letter to Mr. Charles Miller regarding the removal of the 7th Avenue Interchange at South Mountain Freeway from the Department plans.

Since the referenced T.I. was included in the Design Concept plans at the request of the City, the Department has no objection to its elimination. In order to accomplish this, however, two conditions must be met:

- Dedication of right-of-way for 7th Avenue and the well site near 24th Street will be required. These areas were excluded from the area purchased from the Foothills in 1988. These are highlighted on the attached drawing.
- A letter to the Department from the Gila River Indian Community stating their concurrence with the UDC proposal. Although they have indicated their position to UDC, numerous statements regarding restriction of access to G.R.I.G. lands made during the location study makes it necessary that they formalize their position in writing to the Department.

Upon receipt of these two items and review by our Urban Highway Section, the Department can concur with your request to eliminate the interchange from the plans.

Please contact George Wallace of the Urban Highway Section if you have any questions regarding this matter.

Sincerely,

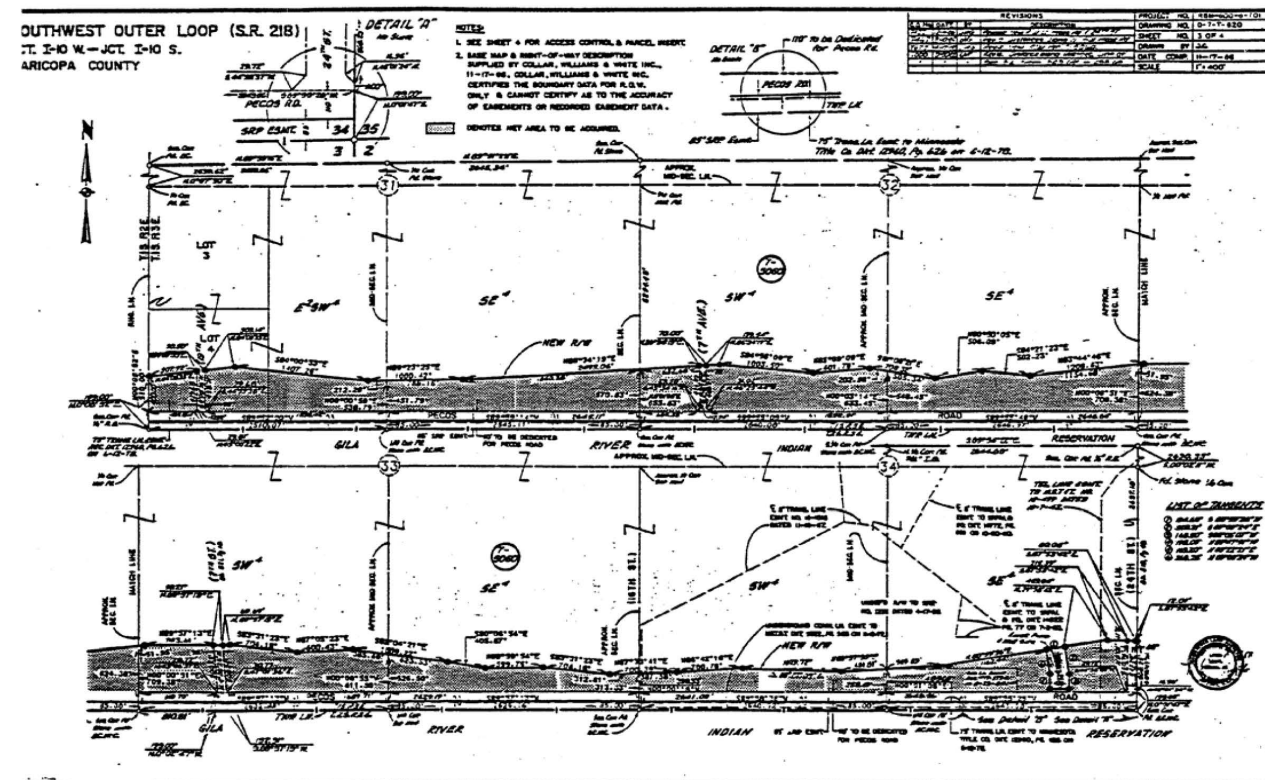
R. Gutierrez
ROSENDO GUTIERREZ
Urban Highway Engineer

RG:GEW:nb

Attachment

cc: Charles Miller
Thomas Bryant, II





ARIZONA DEPARTMENT OF TRANSPORTATION

HIGHWAYS DIVISION

206 South Seventeenth Avenue Phoenix, Arizona 85007

ROSE MOFFORD
Governor
CHARLES L. MILLER
Director

February 16, 1990

THOMAS A. BRYANT, II
State Engineer

Governor Thomas R. White
Gila River Indian Community
P. O. Box 97
Sacaton, AZ 85247

Dear Governor White:

As we discussed at our meeting January 11, 1990 I am enclosing a copy of the Final Gila Drain Alternative Study for your use.

Please feel free to call me if you have any questions.

Sincerely,

ROSENDO GUTIERREZ
Urban Highway Engineer
Urban Highway Section

RG : GEW : mc

Enclosure





ARIZONA DEPARTMENT OF TRANSPORTATION

HIGHWAYS DIVISION

206 South Seventeenth Avenue Phoenix, Arizona 85007

ROSE MOFFORD
Governor
CHARLES L. MILLER
Director

March 21, 1990

THOMAS A. BRYANT, II
State Engineer

Mr. Cecil Antone
Program Administrator
Gila Indian River Community
P. O. Box 398
Sacaton, Arizona 85247

RE: Price/Santan Freeways
TRACS No. H2222 01D

Dear Mr. Antone:

The Arizona Department of Transportation respectfully requests to be placed on the agenda for the April 4, 1990 meeting of the Tribal Council.

The agenda item will be a presentation of the General Plan for the Santan Freeway between the vicinity of 56th Street and Dobson Road, and Price Expressway from Pecos Road to Ray Road.

The Department's consultant, HDR Engineering, Inc., has refined the highway design that was developed in the August 1988 design concept report. There is no significant change from the design concept report, however, the design has been improved.

Access to the Santan Freeway from the Gila River Indian Community continues to be provided at Kyrene Road, McClintock Drive and Country Club Way.

ADOT will also have representatives from HDR at the meeting to respond to any questions. Please call me at 255-7545 to advise of the time we should be present for the meeting.

Also, per your request at our staff presentation on Tuesday, March 20, 1990 I am enclosing one copy of Volume I - Main Report of the Hydrology Study performed by HDR Engineering, Inc., and one blue line copy each of sheets 4 of 5 and 5 of 5 of the study depicting approximate detention basin locations, sizes, depths, etc., along Price Expressway and the Santan Freeway between Price Road and approximately 56th Street.

Thank you for your consideration.

Sincerely,

George E. Wallace

GEORGE E. WALLACE, P. E.
Corridor Engineer
Urban Highway Section

GEW:vlb

Enclosures

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ARIZONA DEPARTMENT OF TRANSPORTATION

HIGHWAYS DIVISION

206 South Seventeenth Avenue Phoenix, Arizona 85007

ROSE MOFFORD
XXXXXXXXXXXXX
CHARLES L. MILLER
Director
James S. Creedon
Acting Director

October 19, 1990

THOMAS A. BRYANT, II
State Engineer

Mr. Lucius Kyyitan, Chairman
Natural Resources Committee
Gila River Indian Community
P. O. Box 97
Sacaton, Arizona 85247

SUBJECT: Gila Borderlands Concept
Greenbelt Channel Proposal

Dear Mr. Kyyitan:

The Arizona Department of Transportation (ADOT) respectfully requests to be placed on the agenda for the October 30, 1990 meeting of the Natural Resources Committee.

The agenda item will be a proposal to implement a portion of the planned "greenbelt" channel shown in the Gila Borderlands Conceptual Master Plan by utilizing the channel as a borrow source for construction of the South Mountain Freeway. This proposal would be under essentially the same terms as the agreement the Community currently has with Pinal County for the Maricopa Road project. As a part of this proposal, ADOT will also request permission to discharge stormwater collected along the future Price Expressway and Santan Freeway into the improved "greenbelt" channel.

The Department's consultant, HDR Engineering, Inc. has investigated the use of the Gila Floodway (the location of the "greenbelt" channel) as a potential stormwater outfall for the Price and Santan Freeways. The Gila Floodway is the historical path this water takes to the Gila River. We propose to use the excavated floodway to maintain the historical outfall of this runoff and convey this water to the proposed marshland and reservoir shown in the Gila Borderlands plan.



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Mr. Lucius Kyyitan
October 19, 1990
Page 2

Our consultants will make a brief presentation to your committee and answer any questions you may have. Please call me at 255-7545 to advise of the time we should be present for the meeting.

Thank you for your consideration.

Sincerely,

George E. Wallace
GEORGE E. WALLACE, P.E.
Corridor Engineer
Urban Highways Section

GEW:mj

cc: Cecil Antone, GRIC Land Planning
0745p



ARIZONA DEPARTMENT OF TRANSPORTATION

HIGHWAYS DIVISION
206 South Seventeenth Avenue - Phoenix, Arizona 85007-3213



FIFE SYMINGTON
Governor

GARY K. ROBINSON
State Engineer

CHARLES E. COWAN
Director

January 20, 1992

Mr. Cecil Antone
Gila River Indian Community
P.O. Box 398
Sacaton, Arizona 85247

Dear Mr. Antone:

Enclosed find one fully executed copy of ADOT Joint Project Agreement 91-99 regarding the Arizona State University Study of the Gila Floodway, for your information

The GRIC will be kept informed of the status of the Development of this project. Please feel free to contact me or Steve Martin at 255-7545 if you need any additional information.

Sincerely,

George E. Wallace
GEORGE E. WALLACE
Corridor Engineer
Urban Highway Section

GEW:km 0059p

Attachment

cc: Lynn Acree, ADOT-ECS



SAMPLE

Project Information: 602-712-7006

Website: www.dot.state.az.us Email: SouthMountain@dot.state.az.us

October 3, 2001

Amy Edwards
Transportation Engineer
HDR
2141 E Highland Ave #250
Phoenix, AZ 85016

**RE: FEDERAL HIGHWAY ADMINISTRATION
& ARIZONA DEPARTMENT OF TRANSPORTATION**

**AGENCY SCOPING – FIELD REVIEW AND WORKSHOP
South Mountain Corridor Location/Design Concept Report
& Environmental Impact Statement**

**OCTOBER 30-31, 2001
Biltmore Medical Mall, Room 204, 2222 East Highland, Phoenix**

Dear Amy Edwards:

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) invite you to attend an Agency Scoping - Field Review and Workshop for the South Mountain Corridor study, which will be conducted over the next three years.

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

ADOT and FHWA are beginning a conceptual design and Environmental Impact Statement (EIS) process that will examine a full range of alternatives for a South Mountain transportation corridor, including the concept presented in the 1988 EA. The potential social, economic and environmental impacts of each reasonable alternative will be studied, along with ways to lessen any negative impacts.

Although subject to change, the general study area is defined as follows: the western portion of the study area is bounded Interstate 10 on the north, 107th Avenue/Gila River on the west and 43rd Avenue on the east. The eastern portion of the study area is bounded by Pecos Road on the north, Ocotillo Road on the south, the Gila River on the west and Interstate 10 on the east.

On October 30, ADOT study team members will provide an overview of the project followed by a tour of the project area. On the second day, each agency representative is invited to identify issues and concerns that will need to be considered during the study. To assist you in preparing for the meeting, we have enclosed the following:

South Mountain Corridor Agency Scoping Invitation

Page 2

- Project area map
- Notice of Intent to Prepare an EIS (*Located on the backside of the project area map.*)
- Fact sheet and commonly asked questions
- October 30 and 31 Agendas
- Map to the meeting site (*Located on the backside of the agenda.*)
- Registration form

It is important that we identify all of your issues at the October 31 scoping meeting to allow the project team adequate time to resolve your agency concerns through the study process. In order for the meeting to be effective to both ADOT and your agency, please take time prior to the meeting to consider the following:

- What is your agency's responsibility? If a public entity, what is your agency's responsibility to the public?
- How does this mandate relate to ADOT's mandate to serve the driving public? Similarities? Differences?
- Are there specific areas/services in the project area that your agency is responsible for?
- What information can you bring to the meeting that will aid in communicating agency concerns/issues/opportunities?
- Do you have any maps, plans or designs of projects or studies within the project area? If so, please bring a copy.

We believe effective early scoping of issues can result in a project that meets the needs and objectives of your agency. Therefore, we have allocated the afternoon of the second day for you to present your suggestions, issues and concerns.

Your participation is critical to helping us meet the project goals and schedule. Please complete the enclosed registration form and return by October 15, 2000. If you have any questions, please feel free to call Theresa Gunn, public involvement coordinator, at 623-362-1597 or leave a message on the project information line at 602-712-7006.

Sincerely,

Mary Viparina
Mary Viparina, P.E.
Project Manager

Enclosures

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

Jacklyn J. Stephenson,
Senior Manager, Enterprise Operations
Information Services.
[FR Doc. 01-9817 Filed 4-19-01; 8:45 am]
BILLING CODE 6120-08-P

DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Environmental Impact Statement;
Maricopa County, Arizona

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

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

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

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Arizona Department of Transportation (ADOT), will prepare an environmental impact statement (EIS) to study the proposed South Mountain Corridor in Maricopa County, Arizona. The proposed project will involve construction of a new multilane freeway in the metropolitan Phoenix area extending approximately 25 miles from I-10 west of Phoenix to I-10 southeast of Phoenix to form a southwest loop. The proposed project will evaluate potential impacts to mountain preserve land, residential and commercial development, Tribal lands, cultural resources, historic roads and canals, Endangered Species, jurisdictional water of the U.S., air and noise quality, and hazardous waste.

Improvements to the corridor are considered necessary to provide for the existing and projected traffic demand. A full range of reasonable alternatives will be considered including (1) taking no action; (2) using alternate travel modes; (3) limited access parkway; (4) major urban arterial with transportation system management improvements; and (5) a freeway.

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

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

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

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

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

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

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

DEPARTMENT OF TRANSPORTATION
Federal Motor Carrier Safety
Administration

[Docket No. FMCSA-97-2341]

Parts and Accessories Necessary for
Safe Operation; Manufactured Home
Tires

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

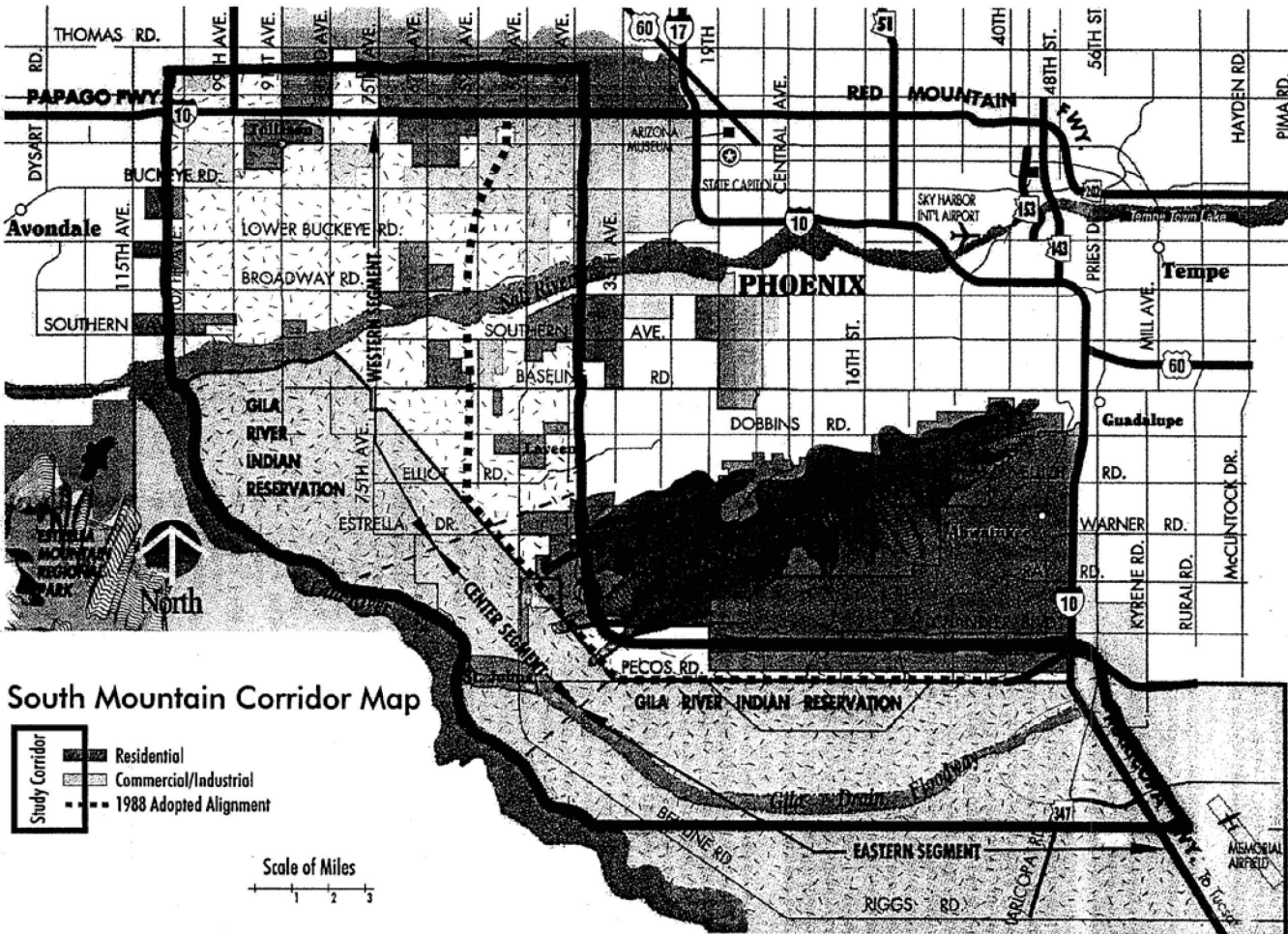
ACTION: Notice of intent to deny petitions for rulemaking; request for comments.

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

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

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

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





South Mountain Corridor Study Facts, Questions and Answers

OVERVIEW

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

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

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

CHRONOLOGY

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

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

those segments from the system. The South Mountain Corridor is designated for potential development as a toll road.

- 1996 – A consortium of private companies proposes to build the South Mountain Freeway as a toll road. The consortium would later withdraw its proposal, saying the project was not financially feasible. The South Mountain Corridor remains a part of the MAG regional Freeway System, but is designated as “unfunded.”
- 1999 – ADOT announces plans to accelerate completion of the entire Regional Freeway System by seven years to 2007. The acceleration plan includes an unspecified portion of the South Mountain Corridor, which remains largely unfunded.
- 2000 – In anticipation of initial construction of the South Mountain Freeway, the city of Phoenix conducts a local study of Ahwatukee/Foothills area transportation needs that includes an assessment of freeway options.
- 2001 – ADOT begins preparation of a new Location/Design Concept Report and Environmental Impact Statement to examine a broad range of alternatives to the 1988 South Mountain Freeway concept.

ISSUES

The first thing the EIS will be considering will be three questions posed by the US Environmental Protection Agency (EPA):

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

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

QUESTIONS AND ANSWERS

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

Has an alignment along Pecos Road already been decided?

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

Why is ADOT conducting a second environmental study?

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

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

ADOT began purchasing right-of-way in the corridor at a time when a specific alignment along Pecos Road had been identified and adopted. ADOT began acquiring right-of-way to preserve the viability of the corridor and to minimize future relocation of homes and businesses. Should another alternative be adopted as a result of this study, ADOT can dispose of the land that has been acquired but is no longer needed.

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

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

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

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

What factors will be considered in choosing an alternative?

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

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

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

Will the public have a voice in choosing an alternative?

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

Will anything other than a freeway be considered?

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

Is it possible that nothing will be built?

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

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

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

Will existing and planned trails be accommodated?

Yes, to the extent possible. ADOT has historically made every effort possible to accommodate recreational trails.

How might South Mountain Park be affected?

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

How long will this study take to complete?

Approximately three years. Ultimately, however, that will be determined by issues and impacts that are discovered during the course of the study.

When is something likely to be built?

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

Is funding available for a major transportation improvement in this area?

Some money is currently available, but ADOT has not identified a source for the remainder of the funding that would be needed for a major transportation improvement.

Why was the toll road proposal dropped?

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

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

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

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

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

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

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

How will planned improvements to State Route 85 affect this project?

The effects of all planned improvements, including the upgrade of SR85, will be considered in the traffic analysis to be conducted as part of this study.

How is an EIS different from the EA that was conducted in 1988?

The 1988 EA was prepared in order to satisfy state requirements only. In order to make any resulting project eligible for federal funding, the new study will satisfy federal requirements and will have to comply with the National Environmental Policy Act (NEPA). Under NEPA, an EIS is required for this project due to the potential of substantial impacts on the environment and surrounding communities. An EIS is different from an EA in that it will address in detail a number of alternatives to satisfy the transportation needs in the corridor.

For More Information on the South Mountain Corridor Study:

Project Information Line: 602-712-7006

Website: www.dot.state.az.us

Email: SouthMountain@dot.state.az.us

Address: HDR Engineering, Inc., 2141 E. Highland Avenue, Suite 250
Phoenix AZ 85016



Project Information: 602-712-7006

Website: www.dot.state.az.us **Email:** SouthMountain@dot.state.az.us

December 15, 2001

Mr. Anthony Villareal, Chairman
Gila River Indian Community
District 6
P. O. Box 54
Laveen, Arizona 85339

Dear Mr. Villareal,

As you suggested, I am submitting this letter as a formal request for you to allow our team to present an update on the South Mountain Corridor Environmental Impact Statement (EIS) at the next District 6 Community Meeting, or at your earliest convenience.

The Arizona Department of Transportation and Federal Highway Administration have given us the task of conducting an EIS in an area of the south and southwest Valley to explore the purpose and need and alternatives for possible transportation improvements in the area. The details of this study are explained in greater detail in an attached newsletter that has been distributed to approximately 75,000 people in the study area. This project is in no way associated with the past toll road study in the area, the 51st Avenue widening study conducted by Maricopa County, or the Truck Bypass Study conducted by Maricopa County. Our presentation and any questions that may follow should take no more than 30 minutes.

Our team meets monthly with a Gila River Indian Community (GRIC) Task Force assigned to monitor this project led by Sandra Shade, Director of the GRIC Department of Transportation.

Over the past several weeks our team has made presentations and answered questions at community meetings in Districts 4 and 7, the Elderly Concerns Group, the Borderlands Task Force, and the I-10/Pecos Road Landowners Association.

Also, as we discussed, I am requesting your assistance in selecting someone who does not hold elective office to represent District 6 on a citizen's advisory group that we are assembling to help guide our work on this project. And as we discussed, I hope that you will be able to recommend a candidate to us within the next two weeks. I would welcome an opportunity to talk with you in greater detail about the purpose of this group at your earliest convenience.

HDR Engineering, Inc. 2141 E. Highland Ave., Ste. 250 Phoenix AZ 85016

Villareal Letter
Page 2

If you have any questions about this please call me. Thank you very much for your time, Mr. Villareal.

Sincerely,
South Mountain Project Team

John D. Godec
602.266.5556

cc:

Sandra Shade
Mary Viparina
Ralph Ellis
Steve Martin
Jack Allen



Victor M. Mendez
Director

Arizona Department of Transportation
Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007

Dick Wright
State Engineer

April 26, 2002

Mr. David Folts
Concerned Families Along South Mountain Loop 202
3407 East Cedarwood Lane
Phoenix, Arizona 85048

Dear Mr. Folts:

Thank you for your letter dated March 25, 2002, concerning several air quality and health questions that the Concerned Families Along South Mountain Loop 202 (Families) would like addressed in the South Mountain Corridor Environmental Impact Statement (EIS). Victor Mendez has asked me to respond on his behalf.

It is important to note that the Arizona Department of Transportation's (ADOT) South Mountain Corridor Study is in the early stages of development. ADOT and other stakeholders are evaluating the purpose and need to determine what transportation improvements within the study area are needed. Preliminary analyses indicate that a freeway option should be considered and alternative alignments are just now being developed. Further analyses and refinement of alternatives will be ongoing for another year or more.

The twelve questions posed in your letter are very specific regarding data parameters such as, distance from the freeway, exposure time periods, and percentages of impacts to distinct groups, such as, "children" or the "average person". The project team will continue to research available literature and utilize any applicable studies related to freeway air quality that are geared to the highly specific parameters identified in your questions. We cannot, however, guarantee that ADOT will be able to provide definitive answers to your questions.

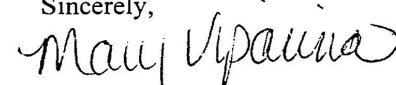


Mr. David Folts
April 26, 2002
Page 2

Typically, pollutants in vehicle exhaust are lighter than air and are quickly dispersed into the atmosphere. This also tends to be true for air pollutants from other sources. For this reason, vehicle exhaust is typically viewed as a part of a larger regional air quality problem and health effects are evaluated on a regional basis. The air quality analysis performed for the EIS evaluates the potential contribution of pollutants a proposed freeway makes to the regional air quality. The exception is carbon monoxide which is also evaluated for local impacts and this analysis will be presented in the EIS.

Information regarding the health effects related to regional air quality in Maricopa County may be obtained from the Maricopa Association of Governments at (602) 254-6300, the Arizona Department of Environmental Quality at (602) 207-2347 and the Maricopa County Department of Environmental Health Services at (602) 506-6712.

Sincerely,



Mary Viparina
Senior Project Manager
ADOT Valley Transportation

MV/ta

c. Victor Mendez
William Vachon, FHWA
Thor Anderson



Project Information: 602-712-7666
Website: www.dot.state.az.us Email: SouthMountain@dot.state.az.us

July 12, 2002

Chief Harold Hurtt
City of Phoenix Police Department
620 West Washington
Phoenix, Arizona 85003

Dear Chief Hurtt:

The Arizona Department of Transportation (ADOT) and Federal Highway Administration (FHWA) are conducting an Environmental Impact Statement (EIS) and Design Concept Report (DCR) for the previously proposed South Mountain leg of the Valley's Loop 202 freeway segment.

A consulting team led by HDR Engineering, Inc. has been hired to conduct this study. As part of an extensive public involvement effort we are working with a Citizens Advisory Team (CAT) to help guide this effort. This CAT comprised of citizens from throughout the south and southwestern parts of the Valley as well as the Gila River Indian Community.

Based on the recommendation of City of Phoenix planning staff I spoke with Assistant Chief Silverio Ontiveros earlier this week and asked him to join this group to help us in this endeavor as a representative of the Laveen Village Planning Committee. He has expressed his initial willingness to do so but asked that I also forward this request to you to help ensure that there would be no apparent conflicts.

This group meets on the fourth Thursday of each month in the evening. Meetings are generally held at Vee Quiva on the Gila River Indian Community near Laveen. Assistant Chief Ontiveros' participation and perspective would be extremely valuable, both as a member of the Laveen Village Planning Committee and as a senior member of the Phoenix Police Department.

If you have any questions about this request or Chief Ontiveros' role in this matter, please feel free to call me at 602.266.5556, Mary Viparina at ADOT at 602.712.7643, Thor Anderson at ADOT at 602.712.8637, or Bill Vachon at FHWA at 602.379.3646, extension 118.

South Mountain Citizen's Advisory Team Letter
July 12, 2002
Page 2

Sincerely,
South Mountain Corridor Team

John D. Godec
602.266.5556

CC:
Assistant Chief Silverio Ontiveras
Mary Viparina
Thor Anderson
Bill Vachon
Amy Edwards



Victor M. Mendez
Director

Arizona Department of Transportation
Intermodal Transportation Division
206 South Seventeenth Avenue Phoenix, Arizona 85007

Dick Wright
State Engineer

October 3, 2002

Governor Donald R. Antone, Sr.
Lieutenant Governor Richard Narcia
Gila River Indian Community
P.O. Box 97
Sacaton, AZ 85247

Re: South Mountain Corridor Study
Availability for Information Update - District 6

Dear Governor Antone and Lieutenant Governor Narcia:

The South Mountain Corridor Study Team wants to keep you apprised of all Gila River Indian Community coordination and information sharing activities concerning this project. We have provided District 6 with a letter, copy enclosed, advising them of our availability to present information on status and activities of the South Mountain Study and we look forward to receiving their invitation.

Sincerely,

Mary Viparina
Project Manager
Arizona Department of Transportation

c: Mary Thomas
Anthony Villareal
Sandra Shade
Project File

Enclosure





Arizona Department of Transportation
Intermodal Transportation Division
 206 South Seventeenth Avenue Phoenix, Arizona 85007

Victor M. Mendez
 Director

Dick Wright
 State Engineer

October 3, 2002

Mr. Albert Pablo
 Chairman, St. John's Community Council
 District 6
 Gila River Indian Community
 P.O. Box 54
 Laveen, AZ 85339

Re: Information on the South Mountain Corridor Study

Dear Mr. Pablo:

The Arizona Department of Transportation (ADOT) is progressing on the South Mountain Corridor Study. Coordination and information sharing with the Gila River Indian Community is a high priority for both the Federal Highway Administration and ADOT. If desired, we are prepared to provide an information update of study activities to the District 6 Council and others as you may wish to invite. Our study team can provide information on the project history, recent activities and developments, as well as the next steps in the environmental review process.

We would be prepared to present to you at the October 21, 2002 Council Meeting or at your convenience. Please let me know if the council would be interested in such a presentation. I can be reached at 602-712-7643.

Sincerely,

Mary Viparina
 Project Manager
 Arizona Department of Transportation

c: Mary Thomas
 Sandra Shade
 Anthony Villareal
 Project File



Janet Napolitano
 Governor

Victor M. Mendez
 Director

Arizona Department of Transportation
Intermodal Transportation Division
 206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Debra R. Brisk
 Deputy Director

February 5, 2003

Mayor Ron Drake
 City of Avondale
 525 North Central Avenue
 Avondale, AZ 85323-1999

RE: South Mountain EIS and L/DCR

Dear Mr. Drake:

Thank you for your letter of January 27, 2003, regarding the proposed alternatives to be studied for the South Mountain Environmental Impact Statement and Location/Design Concept Report. As you may be aware, we are completing the data gathering efforts for the corridor alternative development. Included in this effort was requesting suggested routes for the corridor from the public, the Citizens Advisory Team, potentially affected jurisdictions as well as from the technical team. This effort was undertaken per the National Environmental Policy Act and requires review of all reasonable and feasible alternatives.

During the first few months of the project, we gathered suggested routes from the public. We compiled these routes and reviewed them, looking for similarities in intent as well as ability to meet the purpose and need of the project, which is improved regional mobility. Once we had reviewed the suggested routes, it was determined they represented eight corridor alternatives. We presented these corridor alternatives to the Citizens Advisory Team and the potentially affected jurisdictions during October and November of 2002, including a meeting with staff members from the City of Avondale. During this series of meetings, a corridor alternative along 107th Avenue was suggested for review. The technical team considered this corridor alternative and determined to include it during this phase of the analysis.

The project team is currently involved in gathering impact data for each of the corridors presented. Part of the impact data being considered includes compatibility with adopted general plans, impact on existing and proposed residential, industrial and commercial developments, and public/political acceptability. The basis for the public/political acceptability impact is the information shared by your staff during the jurisdictional meeting as well as the information presented by yourself in the referenced letter. Like the City of Avondale, other jurisdictions have expressed their concern related to certain corridor alternatives and all of this information, as well as other environmental and technical data, will be used during the corridor alternatives screening process. At the completion of this phase, the stakeholders, FHWA, and ADOT will determine which corridor alternatives will be carried forward for detailed analysis in the EIS.





Project Information: 602-712-7006
Website: www.dot.state.az.us Email: SouthMountain@dot.state.az.us

March 21, 2003

Ms. Jeanette Yarmata
Gila River Telecommunications Inc.
Box 5015, 7065 W. Allison Drive
Chandler, Arizona 85226

Via Facsimile: 520.796.7534

Dear Ms. Yarmata:

As per our telephone conversation I am seeking information to be used as part of the South Mountain Corridor Environmental Impact Statement study.

We need to identify the specific locations and addresses for existing and currently planned Gila River Indian Community (GRIC) Fire Department stations, Police Department stations, Public and Private/Parochial Schools, and Hospitals. The GRIC Executive Offices referred me to you as the person who could provide us with this information.

Please call me if you have any questions about this issue, or if there is someone else that I should contact, or if there is anything else that I can do to expedite this request.

Thank you very much for your help

Sincerely,
South Mountain Corridor Team

John D. Godec
602.266.5556

cc: Amy Edwards, HDR Engineering, Inc.

May 27, 2003

Arizona State Department of Transportation
ATTN: Mr. Bill Hayden, Special Assistant
State Engineer's Office
206 S. 17th Avenue
Room 101A
Phoenix, Arizona 85007

RE: South Mountain Transportation Corridor Alternative Screening Report, Version 2.0/March 2003 Review and Comments

Dear Mr. Hayden:

On behalf of the Tolleson Mayor and Council I would like to thank you and the South Mountain Transportation Corridor Team for taking the time to visit Tolleson on March 19, 2003 for the purpose of allowing Tolleson an opportunity to comment on the proposed alternatives for the South Mountain Freeway.

Regionally speaking, I acknowledge the need for an alignment that not only moves traffic but is also logistically placed, however, there are significant cultural, financial and social issues and material technical elements that, in my opinion, make Alternatives #2 and #3 non-viable within our city corporate limits. As you will read in this letter, Alternatives #2 and #3 are, and will be, vehemently opposed by Tolleson. Tolleson strongly recommends that the South Mountain Freeway be located at its originally planned location, Alternative #1.

The Tolleson community would once again be disproportionately prejudiced by the extension of the South Mountain Freeway from Loop 101 along Alternatives #2 or #3. As you are aware, Tolleson is a small community comprised of six square miles, two miles of which are currently bisected by I-10. The citizens of Tolleson are predominately Hispanic, earning less than the average median income. Obviously, given the elements of our City and its citizens, you can see our resources are limited. The City's ability to effectively protest the proposed alignments or of its citizens to fight the siting of another freeway in their backyards is also limited. Clearly, Tolleson and its proud population have been the victims of previous highway construction. Tolleson's citizens were the last group to get a sound wall and the noise producing elevated interchange of I-10 and Loop 101 in Tolleson are recent examples of this blatant abuse of the disadvantaged. While some on the council are claiming the siting of the South Mountain Freeway in Tolleson

The proximity of Alternatives #2 and #3 to the residential area immediately east of the proposed alignments would drastically exacerbate existing noise pollution levels stemming from the stack at 99th Avenue and I-10. Virtually, all of the residential community between 91st and 97th Avenue north and south of Van Buren will be affected by the proposed alignments. The 97th Avenue alignment would also have a detrimental effect on the neighboring Tolleson Union High School Alternative Campus, which lies within a few feet east of the proposed alignment. Furthermore, increased traffic will adversely impact air quality within the adjacent residential neighborhood.

The numerous trucking/warehousing businesses would require rerouting due to the proposed alignment along 99th Avenue, and obviously some of the same truck traffic will eventually end up on Tolleson's main street, in search of the path of least resistance – fewer left turns.

The study prepared by the committee completely ignores the floodplain caused by the railroad tracks and the compounding of the floodplain's problems caused by the Alternatives. The existing floodplain located within the City and designated as Category A Floodplain will require major modifications. Construction of either Alternative #2 or #3 without a natural flow will increase the geographical size of the flood plain. It currently lies south of Jefferson Street, and any major barrier will affect the plain, possibly as far north as Van Buren.

Alternatives #2 and #3 represent Tolleson's biggest threat to financial ruin. Both alignments create devastating economic impacts that will last an eternity. Elimination of jobs, loss of primary property tax revenues and secondary tax revenues that fund city and schools capital bond projects, reduction of current sales tax revenues as well as projected General Plan retail service developments, and most importantly, loss of development and building permitting fees generated as a result of construction have huge budget implications. From a service delivery perspective, the City of Tolleson would have to reduce the General Fund operating budget in order to meet the cumulative loss generated by the construction of the South Mountain Freeway through the heart of Tolleson's commercial and industrial development corridor. Prime commercial and industrial land and accompanying improvements would be affected by the South Mountain Freeway. The adverse multiplier impact is unknown however, it would touch on all of the elements mentioned above.

The meeting held at the Southwest Valley Chamber of Commerce on Monday, May 5, 2003 did little to fairly address the devastation of Tolleson and its citizens caused by the construction of Alternatives #2 or #3. Frankly, if a western alignment of the South Mountain Freeway (west of 51st Avenue) is required the alignment for Alternative #9 should be readdressed. An alignment of Alternative #9 just west of the 107th alignment appears to be a route with less impact. Your preliminary route for Alternative #9 literally destroys existing warehouses – Sara Lee, Lisanti, and States Logistics – and is projected to be constructed on the parcel that PepsiCo recently purchased for a regional warehouse. A route slightly west of this path avoids these problems. Perhaps the safety issues regarding the Alternative #9 "S" curve conceptual design should be revisited.

would perpetuate the institutional racism Tolleson and its citizens have suffered in the past, this letter is written with the request that the siting not be the result of what route offers the least resistance.

If the Loop 101/South Mountain Freeway extends south into Tolleson four of Tolleson's six square miles would be adversely impacted by freeways. Economically valuable property along the City's main industrial and retail corridor (99th Avenue) would be completely destroyed or severely diminished. After the South Mountain Freeway extension, land on the east side of 99th Avenue (Tolleson property) would be totally taken or only shallow development parcels would remain. Traffic on 99th Avenue in Tolleson, once a dynamic roadway, would be an awkward roadway no longer serving businesses on both frontages. From a General Plan and Land Use perspective and following a similar pattern with the construction of I-10 and Loop 101, both Alternatives #2 and #3 require a taking of large parcels of undeveloped land in Tolleson. Based on a percentage of incorporated square miles Tolleson has provided the most property for freeways during the past 15 years. When the 101 was connected to I-10 from the north, prime commercial and industrial property along McDowell was taken for retention and detention of waters flowing south from Glendale and Phoenix. Additional freeway takings will only add to the already high ratio of freeway dedicated land versus that developed or to be developed.

Both Alternatives drastically impact the ability of Tolleson to serve water to its residential and corporate citizens. Two wells serve all of Tolleson's water needs. Alternatives #2 and #3 wipe out Tolleson's only two water production wells.

We hope you are aware that there is a massive pollution plume comprised primarily of TCE directly east of Tolleson and over the recent past has continued its westward flow to Tolleson. The plume's western edge is at Tolleson's east border. The City has shut down its eastern most wells and has had to relocate its two wells in western Tolleson. These wells are now in the path of Alternatives #2 and #3. Tolleson has no land in its boundaries east of 99th Avenue and north of Van Buren, in short if 101 is extended south in Tolleson, Tolleson would lose its wells and would have to move its wells back east, back towards the pollution plume.

In addition to the wells and adjoining storage facilities, each well has water treatment facilities that provide the necessary purification to the water. Tolleson spent millions of dollars on the facilities. The electro dialysis reversal (EDR) systems are utilized for the treatment and purification of water, including water used by PepsiCo for their production of Gatorade. The production wells, booster pumps, electrical panels, stand-by natural gas driven diesel engine, metering and production equipment and building as well as the twelve inch (12") major transmission water lines leading to and from the production wells would perhaps require relocation and/or abandonment. A permanent or temporary curtailment of water production will create a severe water shortage in the city, for the average daily use is approximately 3.0 million gallons of water. Any reduction in water production would bring about a crisis for both commercial (Gatorade and milk facilities at Fry's) and residential users as well as severely inhibiting fire suppression capabilities.

ADOT will be required to pay for the complete replacement of these important water utility facilities.

Alternatives #2 and #3 would have a significant impact on local and regional sewer lines. Four major sewer lines serving the Tolleson and the Phoenix Sewage Treatment facilities rest in the path of both alternatives. Currently, a 66" sewer main runs in 99th Avenue. This major trunk line serves the northern affiliated parties/cities and would require relocation and major modifications at 99th Avenue and McDowell Road as well as major reconstruction of the diversion structure facility at 99th Avenue and Van Buren. Any existing or future businesses fronting 99th Avenue would be disrupted due to the inability to provide sewer service. Loss of operations would result in reduction of respective business operating profits and loss of city sales tax.

The sewer lines - 60", 48" and 42" - run east and west and parallel the Union Pacific Railroad tracks from 99th Avenue easterly to 95th Avenue. At this juncture the lines turn south and are joined by yet another 27" line, all leading south on 95th Avenue under Buckeye Road into the regional City of Tolleson Wastewater Treatment Plant head works facility. Replacement lines, whether permanent or temporary, would be required so as not to create a disruption in sewage flows being discharged by various affiliated parties - i.e., Sun City, Youngtown, Peoria, Glendale, Phoenix and Tolleson - and headed south to the respective sewage treatment facilities in Phoenix and Tolleson. Any below grade freeway would obviously destroy the regional transmission grid.

Any stoppage in sewer flows would trigger a reduction in effluent being discharged by Tolleson, pursuant to a contract, into a 53" line connected to the Palo Verde Nuclear Generating Plant where the water is used to cool nuclear generating system turbines. Failure to meet contractual obligations between Arizona Public Service will most definitely result in litigation against the City of Tolleson.

With respect to arterial streets and proposed intersection improvements, Alternatives #2 and #3 will create major modifications to the existing intersection at 99th Avenue and Van Buren, and eventually lead to water and sewer lines displacement and/or relocation. The proposed alignment would require a half or full diamond interchange somewhere between 96th and 99th Avenues. These improvements would increase traffic in the immediate vicinity and ultimately have an adverse traffic impact on Tolleson's major streets, Van Buren and 99th Avenue. Local traffic could no longer utilize local streets for through traffic. Obviously, the increase in traffic will affect the service level of Van Buren Street, Tolleson's downtown main street.

Environmentally, the proposed Alternatives #2 and #3 fail to recognize both the pollution plume referred to earlier and the hazardous site at approximately 97th Avenue and Harrison Street. The site, running from 97th Avenue westerly to approximately 150 feet east of 99th Avenue, has been abandoned for years, and at last report, the site is being remediated to the air by a mechanical device.

Mr. Hayden, it is quite evident that the City of Tolleson is very disturbed at the notion of having Alternatives #2, #3 or #9 constructed in Tolleson. As I mentioned previously, I strongly agree that we need a regional alignment for the South Mountain Freeway, one that moves traffic and is not as devastating to a city's culture or economy such as the Alternatives discussed above.

Again, thank you for your visits and your interest in our community. Please feel free to call me if you have any questions regarding this letter.

Sincerely,

Ralph Velez
City Manager

cc: Amy S. Edwards, HDR Transportation Engineer
Bill Vachon, FHWA, Senior Area Engineer
Floyd Roehrich, Jr., ADOT, Senior Project Manager



Janet Napolitano
Governor

Victor M. Mendez
Director

Arizona Department of Transportation

Intermodal Transportation Division
206 South Seventeenth Avenue Phoenix, Arizona 85007

Debra Brisk
Deputy Director

August 27, 2003

Ms. Elaine Blackwater
Land Use Ordinance Officer
Gila River Indian Community
P.O. Box 97
Sacaton, AZ 85247

RE: South Mountain Environmental Impact Statement

Dear Ms. Blackwater:

Over the past two years, the Arizona Department of Transportation along with the Federal Highway Administration have been studying the South Mountain Freeway Corridor. As part of this study, we have met regularly with technical staff from the Gila River Indian Community, including representatives from your office, and have met periodically with the Executive Office. As such, in accordance with Governor Narcia's letter of April 11, 2003 (see attached), the study team is developing potential alignments within the Community in the established study area (see attached).

Part of the effort required for developing potential alignments is acquiring data regarding existing social and environmental conditions. At this time, the study team is performing literature and database reviews of any known information pertinent for an environmental study. To facilitate this effort, representatives of the study team will be in contact with your office to work with you in determining what information is necessary at this point of the study and how we can acquire it. The study team will be contacting representatives of the Department of Transportation, Department of Economic Development, Department of Land Use Planning and Zoning, Cultural Resource Management Program, the Community Manager and the Pima-Maricopa Irrigation Project.



Ms. Elaine Blackwater
Gila River Indian Community
August 27, 2003
Page 2

At this time, the study team will not be performing any field surveys for data. However, as the study continues, it will be necessary to make field surveys for specific data. At that time, your office will be notified of our schedule for performing these functions.

If you have any questions regarding this matter, please contact me at 602-712-7643.

Sincerely,

Floyd P. Roehrich, Jr., PE
Senior Project Manager
Valley Project Management Group
205 S. 17th Ave., MD 614E
Phoenix, AZ 85007

cc: Bill Vachon, FHWA
Amy Edwards, HDR

Attachments

Governor Narcia's Letter – April 11, 2003
South Mountain Study Area within GRIC

The previous letter was also sent to:
Mr. Urban Giff, Gila River Indian Community, Community Manager
Ms. Pat Mariella, Gila River Indian Community, Department of environmental Quality
Mr. John Ravesloot, Gila River Indian Community, Cultural Resource Management Program

Richard P. Nartia
GOVERNOR



Mary V. Thomas
LIEUTENANT GOVERNOR

Gila River Indian Community
EXECUTIVE OFFICE OF THE GOVERNOR & LIEUTENANT GOVERNOR

April 11, 2003

Mr. Robert E. Hollis
Division Administrator
Federal Highway Administration
Arizona Division
One Arizona Center, Suite 410
400 E. Van Buren St.
Phoenix, AZ 85004-2285

Re: HDA-AZ File #: NH-202-D(ADY)

Dear Mr. Hollis:

This correspondence is in response to your March 6, 2003 letter in which you have requested the Community to identify a corridor for study for the Environmental Impact Statement Study for the South Mountain Corridor Study.

As you will note from the attached letter to ADOT dated January 10, 2002 and accompanying map to the Right of Entry Permit, a reduced corridor study was outlined as the area North of the Ocotillo Road section line and North of the Gila River.

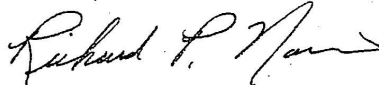
For the Community to offer an "alignment(s)" for study, we would have to undertake a similar process that ADOT's consultant, HDR, is currently undergoing with regarding to the Environmental Impact Statement Study. If the Community were to "dictate" an alignment for study, this might defeat the purpose of the study.

As also conveyed in a letter to FHWA dated April 25, 2002 our Community Council has adopted a resolution in August 2000 which in essence does not support any freeway alignment on Tribal land within the proposed study area. Until such time that our Council revisits this resolution, the Community staff, as a part of the monthly EIS meetings, cannot offer any alignments for consideration.

Robert E. Hollis
April 11, 2003
Page 2

At this time, we feel that you have a corridor to study alignments. Any alignments for consideration must be ultimately approved by our Community Council.

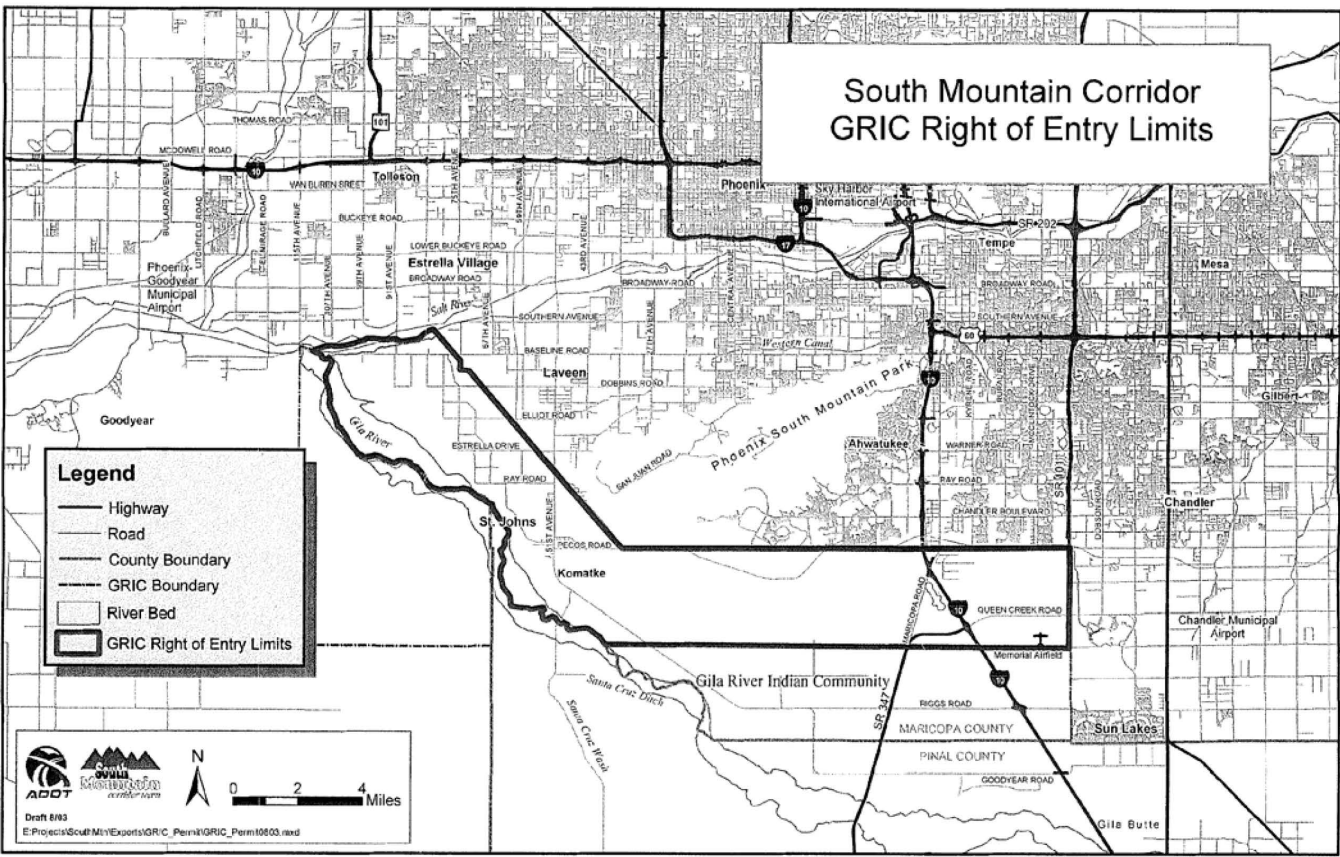
Sincerely,



Richard P. Nardcia
Governor

cc: Mary V. Thomas, Lt. Governor
Community Council, GRIC
Victor Mendez, Director, ADOT

attachments: Correspondence dated January 10, 2002 to ADOT Director
Correspondence dated April 25, 2002 to FHWA Division Administrator





Janet Napolitano
Governor

Victor M. Mendez
Director

Arizona Department of Transportation

Intermodal Transportation Division
206 South Seventeenth Avenue Phoenix, Arizona 85007

Debra Brisk
Deputy Director

August 27, 2003

Ms. Sandra Shade, Director
Gila River Indian Community
Department of Transportation
315 W. Casa Blanca Rd.,
P.O. Box 97
Sacaton, AZ 85247

RE: South Mountain Environmental Impact Statement

Dear Ms. Shade:

Over the past two years, the Arizona Department of Transportation along with the Federal Highway Administration have been studying the South Mountain Freeway Corridor. As part of this study, we have met regularly with technical staff from the Gila River Indian Community, including representatives from your office, and have met periodically with the Executive Office. As such, in accordance with Governor Narcia's letter of April 11, 2003 (see attached), the study team is developing potential alignments within the Community in the established study area (see attached).

Part of the effort required for developing potential alignments is acquiring data regarding existing social and environmental conditions. At this time, the study team is performing literature and database reviews of any known information pertinent for an environmental study. To facilitate this effort, representatives of the study team will be in contact with your office to work with you in determining what information is necessary at this point of the study and how we can acquire it. The study team will be contacting representatives of the Department of Transportation, Department of Economic Development, Department of Land Use Planning and Zoning, Cultural Resource Management Program, the Community Manager and the Pima-Maricopa Irrigation Project.



Ms. Sandra Shade
Gila River Indian Community
Department of Transportation
August 27, 2003
Page 2

At this time, the study team will not be performing any field surveys for data. However, as the study continues, it will be necessary to make field surveys for specific data. At that time, your office will be notified of our schedule for performing these functions.

If you have any questions regarding this matter, please contact me at 602-712-7643.

Sincerely,

Floyd P. Roehrich, Jr., PE
Senior Project Manager
Valley Project Management Group
205 S. 17th Ave., MD 614E
Phoenix, AZ 85007

cc: Bill Vachon, FHWA
Amy Edwards, HDR

Attachments

Governor Narcia's Letter – April 11, 2003
South Mountain Study Area within GRIC

The previous letter was also sent to:

Mr. Lee Thompson, Gila River Indian Community

Mr. Dean Weatherly, Director of Economic Development, Gila River Indian Community



Project Information: 602-712-7006

Website: www.dot.state.az.us Email: SouthMountain@dot.state.az.us

September 8, 2003

Bob Broscheid
Project Evaluation Program Supervisor
Arizona Game and Fish Department
Habitat Branch
2221 W. Greenway Road WM-HB
Phoenix, AZ 85023

Re: South Mountain Corridor Study

Dear Mr. Broscheid:

In a letter dated January 10, 2002, HDR, Inc. sent a request to you for a species list and critical habitat information that would be pertinent to South Mountain Corridor Study. This was done on behalf of the Arizona Department of Transportation and the Federal Highway Administration. The database information is being used as part of the Environmental Impact Statement being prepared for the proposed project. Since two years have almost passed, I am requesting more up to date information. I have attached the initial AGFD response letter that you may find helpful.

The freeway would connect to Interstate 10, south of Phoenix, at Pecos Road. The alignment continues along Pecos Road through the western tip of South Mountain Park, then north to Interstate-10 between 59th and 99th Avenues. Presently, there are five alternative alignments being considered. The legal location of the study area is: Township 2 North, Range 1 East, Sections 33-36; Township 2 North, Range 2 East, Sections 31-34; Township 1 North, Range 1 East, Sections 1-36; Township 1 North, Range 2 East, Sections 3-10, 15-22, and 27-34; Township 1 South, Range 1 East, Sections 1 and 12; Township 1 South, Range 2 East, Sections 17, 18, 20, 27, 28, 34, and 35; Township 1 South, Range 3 East, Sections 31-36; Township 1 South, Range 4 East, Sections 31-33.

HDR, Inc. is requesting a species list, critical habitat information, or any additional information that would be relevant to the proposed project. A response received by October 1, 2003 would be greatly appreciated, since a technical report must be submitted the following week. Information should be sent to Ms. Andrea Love, HDR, Inc., 2141 East Highland Avenue, Suite 250, Phoenix, Arizona 85016-4736.

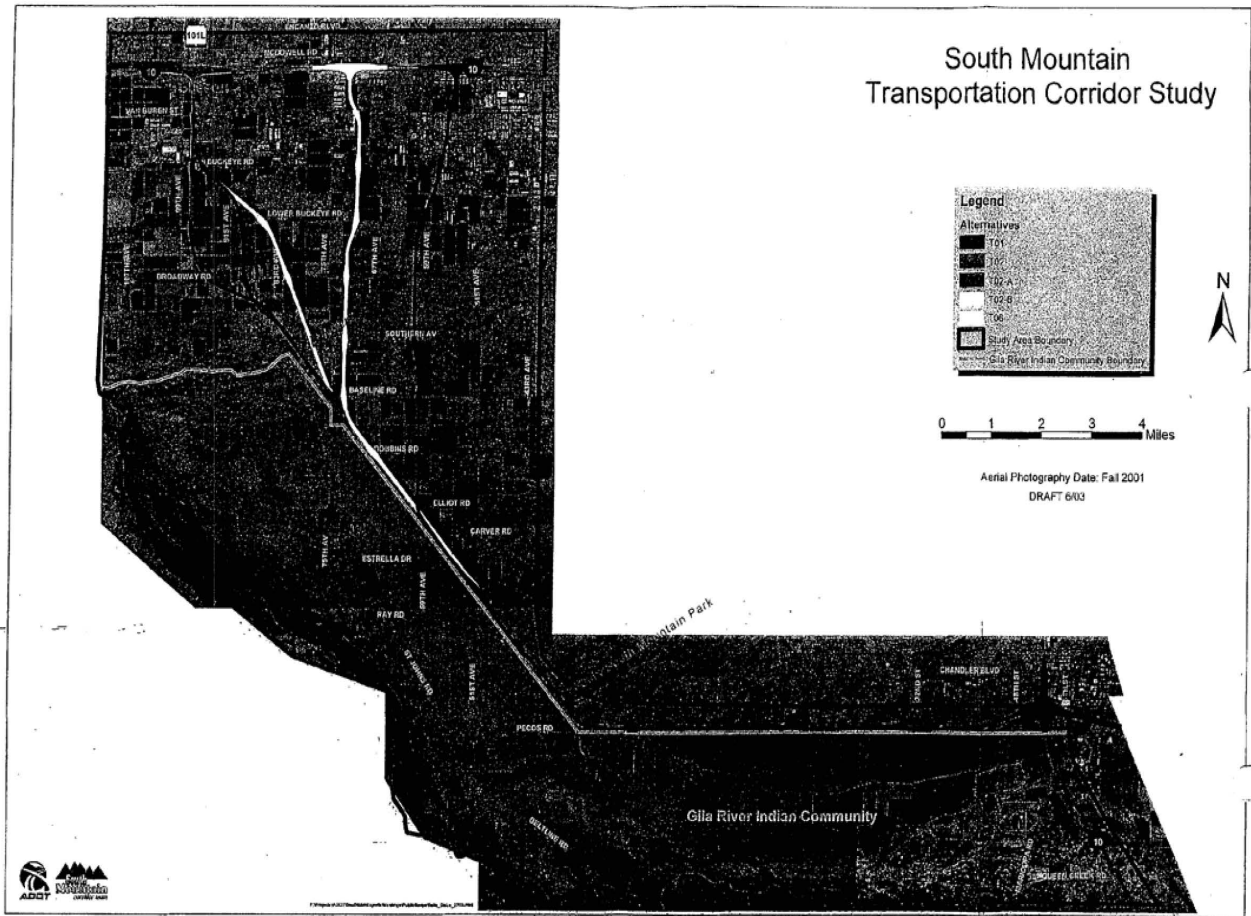
Thank you for your assistance.

Sincerely,

HDR ENGINEERING, INC.

A handwritten signature in cursive script that reads 'Andrea Love'.

Andrea Love
Senior Environmental Planner



Janet Napolitano
Governor
Victor M. Mendez
Director

Arizona Department of Transportation
Intermodal Transportation Division
206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

March 24, 2004

Bill Higgins
State Engineer

Mr. Mark Schlappi
Maricopa Association of Governments
302 North 1st Avenue, Suite 300
Phoenix, Arizona 85003

Subject: South Mountain Corridor L/DCR & EIS
MAG Model Traffic Forecast Request

Dear Mr. Schlappi:

The ADOT South Mountain Freeway corridor study team has identified 3 preliminary alignments that will be evaluated further to determine the preferred roadway alignment alternative. Four scenarios using these alignments will be evaluated using as base the 2025 RTP network and the newly adopted 2025 MAG socioeconomic data. The networks will be coded by Lima & Associates to include the alternative networks and will be provided to MAG in EMME2 format via e-mail or CD. Forecasted traffic volumes for the 24-hour and am and pm peak hour conditions will include the following alternatives:

- Alt. T1 South Mountain alignment along 59th Avenue as per the RTP with the I-10 Reliever
- Alt. T1A South Mountain alignment along 59th Avenue as per the RTP without the I-10 Reliever
- Alt. T6 South Mountain alignment with I-10 Western termini between 75th and 83rd Avenue with the I-10 Reliever
- Alt T2A South Mountain alignment with I-10 Western termini at Loop 101 and the I-10 Reliever

We would like to request that all EMME/2 files be provided to us in shape file format or EMME2 text file format, and be sent via e-mail, if possible, to Ms Patrizia Gonella-Ramos at pramos@lima-inc.com. If you need further clarifications, please contact Ms Gonella-Ramos at 602.331.0600.

Thank you for your continuing cooperation.



Sincerely,



Floyd Roehrich, Jr., PE
Senior Project Manager
Valley Project Management Group
205 S. 17th Ave., MD614E
Phoenix, AZ 85007

cc: Amy Edwards, HDR
Patrizia Gonella-Ramos, Lima & Associates



Janet Napolitano
Governor

Victor M. Mendez
Director

Arizona Department of Transportation

Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007-3713

Debra R. Brisk
Deputy Director

March 29, 2004

Sandra Shade, Director
Department of Transportation
Gila River Indian Community
315 West Casa Blanca Road
Sacaton, AZ 85247

Dear Ms. Shade:

Enclosed for your review and distribution are 125 copies of the South Mountain Freeway Study videos with attachments.

Preparation of the video was in response to District 4's Community Council's request to provide an informational video for those Community members who had not previously been involved in or aware of ADOT's Environmental Study.

The video provides a brief overview of the study and a status update regarding freeway alternative alignments currently being evaluated. Response cards are provided for Community members who view the video, as we are very interested in their comments and suggestions. As discussed, a thirty-day period will be provided for Community members to review the video. We will of course provide you with all input received from their review.

As requested the South Mountain Corridor Study Team will present the video and provide a status update of the Study to the Tribal Administration and the Tribal Council prior to scheduling meetings in Districts 4, 6 and 7.

We are most appreciative of your and your staff's support and involvement in the preparation of this important activity and look forward to meeting with the involved Districts' residents and landowners to discuss all issues associated with the Study.

Please contact me if you have questions regarding the video or its distribution. The Study team will be coordinating future presentations to the Administration and Tribal Council with you as soon as feasible.



Sincerely,



William "Bill" Hayden
Special Assist. Regional Freeway System

Enclosures:

Cc:

Ken Davis, FHWA
Bill Vachon, FHWA
Dave Anderson, HDR
Amy Edwards, HDR
John Godac, Godac & Assoc.
Thressa Gunn, Godac & Assoc.
Dan Lance, ADOT
Steve Jimenez, ADOT
Floyd Roehrich, ADOT



Janet Napolitano
Governor

Victor M. Mendez
Director

Arizona Department of Transportation
Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007-3713

June 30, 2004

Debra R. Brisk
Deputy Director

Ms. Sandra Shade
Director of the Department of Transportation
Gila River Indian Community
P.O. Box 97
Sacaton, AZ 85247

RE: South Mountain Freeway EIS & L/DCR
Draft Public Involvement Plan for Gila River Indian Community

As we continue moving forward with the South Mountain Freeway EIS & L/DCR project, we appreciate the opportunity to work with you and your staff in determining the best approach for providing information and gathering input with Gila River Indian Community members. With the distribution of the project video within GRIC, it is now time to consider the details of the next phase of public involvement. As such, we are providing a brief history of where we have been and draft plan of how to proceed for your review. If possible, we would like to meet with you and your representatives to discuss these issues prior to our next Coordination Team meeting scheduled for July 9, 2004.

History

From 2001 through mid-2003, public meetings were held on a regular basis with GRIC districts and key organizations. Members of GRIC districts and other GRIC stakeholders have participated continually in the South Mountain Citizens Advisory Team (SMCAT). Project newsletters have been distributed in the Community and reprinted in the Gila River Indian Community Newspaper (GRIN).

In June of 2003 a meeting was held with key GRIC officials from Districts 4, 6 and 7 as well as other tribal stakeholders. At that meeting GRIC council members requested that ADOT, FHWA and consulting team members not meet with GRIC citizens until a video compilation of the project could be produced and distributed within the Community. Few meetings were held with GRIC members other than tribal leaders, officials and SMCAT members during the nearly year-long video production.

Plan

A proactive, transparent and on-going public involvement program must be reinitiated with GRIC members as soon as GRIC tribal officials agree ADOT, FHWA and the consulting team members should meet with residents in their Community. This project must be presented to Community residents so it is completely understood.



Implementation Options

Keeping the intent of the plan in mind, we suggest the following actions be taken during the timeframes indicated:

- It is recommended that a newsletter update be written and produced to explain the history of the project, activity to date, promote the availability of the video, and invite members to meetings to share their comments and concerns about the project. We recommend that the newsletter be written with the cooperation of tribal officials and made available to Community members at distribution points on the Community. Where appropriate, we will also work with tribal officials and the GRIN to enable copy from the newsletter to be used and published in news stories off the Community. We recommend that this action commence immediately.
- We will design and produce an informational poster to be used and displayed in the districts in the Community to encourage members to learn more about the project and give us their feedback. We recommend that this action commence immediately.
- We will also work with each GRIC district to meet with residents as often as possible to answer questions about the project and present updates on the progress of the study. We suggest meeting with District 4, 6 and 7 residents monthly. We recommend beginning this coordination effort immediately with the intent to be included in district meeting schedules during the month of August. We intend to promote each district meeting with displays on District signboards.

Additional steps could be taken to support communication efforts with Community member. We look to you for your guidance on the potential need to implement the following actions:

- We will work to find a GRIC member to work with the consulting team on a part time or interim basis to help guide the public information/involvement effort, and to host meetings and presentations.
- We will work to the goal of co-hosting a joint District 4, 6 and 7 public meeting to get feedback from GRIC residents on the study process, impacts and hopefully, a preferred alignment.

Any suggestions you have regarding the plan as presented or possible improvements would be greatly appreciated.

Thank you for your on-going assistance on this project. We look forward to meeting with you as soon as possible to discuss the details of this plan. Please contact me at 602-712-7643 at your earliest convenience to coordinate a meeting time.

Sincerely,



Floyd Roehrich, Jr., P.E.
Senior Project Manager
ADOT Valley Project Management Group
205 S. 17th Ave., MD614E
Phoenix, AZ 85007



Cc: Doug Torres, GRIC
Gary Bohnee, GRIC
Bill Vachon, FHWA
Amy Edwards, HDR
Dan Lance, ADOT
Shannon Wilhelmsen, ADOT
William Hayden, ADOT





Arizona Department of Transportation

Intermodal Transportation Division
206 South Seventeenth Avenue Phoenix, Arizona 85007-3713

Debra R. Brisk
Deputy Director

July 16, 2004

Ms. B. Elaine Blackwater
Land Use Planning and Zoning Director
Gila River Indian Community
P.O. Box E
Sacaton, AZ 85247

RE: South Mountain Freeway DCR/EIS Study ROE Permit Request

Dear Ms. Blackwater:

The referenced study, being conducted by HDR Engineering, Inc. on behalf of the Arizona Department of Transportation (ADOT) and the Federal Highway Administration in cooperation with the Gila River Indian Community (GRIC), was initiated July 9, 2001. Our study will evaluate transportation improvement alternatives, including construction of a new freeway, around South Mountain between the southeast valley and the northwest valley. Refer to attached Regional Freeway System map. The study will require entry onto GRIC lands during the study duration of three years from August 2004 through August 2007 for a variety of information collection project tasks. We are requesting a blanket Right of Entry permit for the project team to enter GRIC lands for the project duration to include the following general types of work:

1. To perform land surveying and temporary aerial target construction.
2. To conduct field investigations for a variety of non-disturbing environmental surveys including drainage, biological, cultural, land use, socio-economic, transportation, geological, visual, noise, air quality, utilities and other environmental considerations.

Attached is a map showing the general GRIC geographic limits to be included in the study. Also attached is a list of personnel and a list vehicles makes, models, and license plate numbers that may enter GRIC lands periodically during the study phase of the project.



B. Elaine Blackwater
July 16, 2004
Page 2

Our staff will advise you prior to their research activities.

Please contact me directly at (602) 712-7524 if you require additional information to approve our Right of Entry request. Thank you for your assistance.

Sincerely,

William "Bill" Hayden
Special Assistant to the Regional Freeway System

Attachments

C: Lt. Governor Mary Thomas
Sandra Shade
Doug Torrez
John Roberts
Floyd Roehrich
Amy Edwards
File





Janet Napolitano
Governor

Victor M. Mendez
Director

Arizona Department of Transportation
Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Debra Brisk
Deputy Director

4 August 2004

Mr. Eric Anderson
Maricopa Association of Governments
302 N. 1st Avenue, Suite 300
Phoenix, AZ 85003

RE: ADOT's South Mountain Freeway EIS & L/DCR
Economic Impacts Analysis

Dear Mr. Anderson:

The Arizona Department of Transportation's South Mountain Freeway Environmental Impact Statement and Location/Design Concept Report project is entering the detailed impacts analysis phase. Over the past three years, the project team has acquired preliminary data regarding a variety of potential impacts, including economic impacts. As the team moves forward in the analysis of all impacts, we would like to work with each of the affected jurisdictions on the approach that will be used.

At this time, the project team is proposing the following multi-step approach to the economic impacts development and analysis. Each step within this process requires close coordination with each of the potentially affected jurisdictions. As such, we would be looking to you and your staff to assist where you feel it is appropriate. The efforts detailed below would be initiated with a coordination meeting including all potentially affected jurisdictions. The intent of this meeting would be to agree upon the process to be followed, the modeling software to be used, the input and output data required and the source of the data. It is anticipated that each jurisdiction would assist to the extent possible in gathering and developing the necessary input data. However, this would be discussed and agreed upon in the initial coordination meeting. The proposed steps in the process and the anticipated jurisdictional staff involvement are detailed in the following:

1. Determine and evaluate direct and indirect impacts of residential, commercial and industrial displacements (existing and planned). Determine which properties are displaced and direct impacts in net loss of property value, wages and tax revenue. Secondary and induced impacts will be evaluated by use of a pre-approved, widely accepted input output economic model. The project team will work closely with your staff in identifying existing and planned direct and indirect impacts, property value impacts, wage impacts and tax revenue impacts. Impacts evaluation will look at:
 - Impacts of the alternatives to specific industrial sectors at the local and regional levels (including but not limited to trucking, auto dealerships and light industry).
 - Potential for loss of tax revenue at the local and regional level.



2001 Award Recipient

- Potential for job loss at the local and regional level.
 - Impacts of the alternatives to overall economic activity at the local and regional level.
2. Determine and evaluate road user benefits associated with each alternative. These will be in terms of time savings, travel cost savings and safety. The project team will develop this information utilizing the MAG travel model.
 3. Develop and evaluate land use changes that could occur as a result of each alternative and identify positive and negative changes in property value and in distribution of growth. The project team will utilize the MAG land use model as a starting point, then a special allocation model to capture impacts on local communities in terms of land values, employment and other factors. This analysis would only be developed for comparison purposes between alternative locations with and without the freeway and the No Build alternative. The project team will develop the necessary data with input from your staff. Consensus will be reached prior to data collection on the appropriate allocation software to be used in the analysis.
 4. The results of the previous steps would be utilized to develop appropriate mitigation measures that could reduce or reverse negative impacts. Consensus will be reached among all jurisdictions regarding the proposed mitigation measures and their anticipated affect.

Throughout the implementation of this economic impacts analysis, the project team will not only coordinate with the potentially affected jurisdictions, but also with key stakeholders in the public. We would be looking to your staff to assist in determining who these stakeholders should be within your jurisdiction.

As we move forward with the implementation of this analysis process, we will be contacting you or your designated representative to set up the initial coordination meeting. We anticipate this meeting to occur within the month of August. If you have any questions regarding the process as presented or would like to suggest additional contact and coordination people, please do not hesitate to contact either myself at 602-712-7643 or Amy Edwards of HDR at 602-522-7755.

Sincerely,

Floyd Roehrich, Jr., P.E.
Senior Project Manager
ADOT - Valley Project Management Group
205 S. 17th Ave., MD614E
Phoenix, AZ 85007

cc: Dan Lance, ADOT
Shannon Wilhelmsen, ADOT
Bill Vachon, FHWA
Amy Edwards, HDR



2001 Award Recipient

The previous letter was also sent to:
Mr. Bob Woodring, Maricopa Department of Transportation
Mr. Jeff Fairman, CED, Economic Development Director, City of Avondale
Mr. Robert, Franco, Acting Community and Economic Development Director, City of Phoenix
Mr. Ralph Velez, City of Tolleson



Janet Napolitano
Governor
Victor M. Mendez
Director

Arizona Department of Transportation
Intermodal Transportation Division
206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

4 August 2004

Debra Brisk
Deputy Director

Mr. Jim Book
Transportation Director
City of Glendale
5850 W. Glendale Avenue
Glendale, AZ 85301

RE : South Mountain EIS and L/DCR

Dear Mr. Book:

Almost three years ago, the Arizona Department of Transportation (ADOT) began an Environmental Impact Statement and Location/Design Concept Report for the South Mountain Freeway (Loop 202) project. At this time, the project team is providing update information to all potentially affected jurisdictions, regarding the past project efforts and current undertakings.

As part of the project efforts, numerous alternative connections to I-10 on the west side of Phoenix were considered, between the Agua Fria River and 43rd Avenue. During this consideration, the alternative connections to be carried forward for further analysis were determined to be the following:

- Approximately 55th Avenue (similar to the connection proposed in the 1988 ADOT Environmental Assessment and Design Concept Report).
- Approximately 71st Avenue, and
- Direct connection at Loop 101.

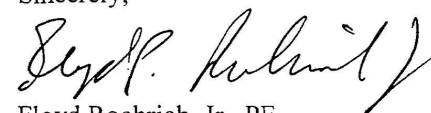
The project team is currently studying the potential impacts of each of these connection locations on the existing I-10 and Loop 101 facilities. Connecting the South Mountain Freeway at any of these locations will require extensive construction along both of these facilities, including approximately nine miles of construction along I-10 for each alternative and four miles of construction along Loop 101 with the direct connection alternative. The construction required may include additional travel lanes, reconfiguration of existing interchanges and reconstruction of arterial street crossings.

Due to the potential impacts of these alternatives on your city, we would like to offer you an opportunity to be involved in the project. This involvement level is left to your discretion, and could include periodic update meetings to your staff from the project team, participation by a city staff member in the monthly progress meetings and/or inclusion of key staff members on the public information mailing list to receive update newsletters and public meeting notices.



Please let me know how best to accommodate the interests of Glendale in our on-going study process. If you have any questions or would like to discuss this matter, please do not hesitate to contact me at 602-712-7643 or Amy Edwards of HDR at 602-522-7755.

Sincerely,



Floyd Roehrich, Jr., PE
Senior Project Manager
ADOT - Valley Project Management
205 S. 17th Ave., MD 614E
Phoenix, AZ 85007

cc:
Amy Edwards, HDR, Inc.



Janet Napolitano
Governor

Victor M. Mendez
Director

Arizona Department of Transportation

Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007

Debra Brisk
Deputy Director

October 21, 2004

Ms. Cecilia Martinez
Deputy Superintendent of Trust Services
Bureau of Indian Affairs
Pima Agency
P.O. Box 8
Sacaton, Arizona 85247

RE: South Mountain Freeway Environmental Impact Statement & Location/Design
Concept Study

Dear Ms. Martinez:

The referenced study, being conducted by HDR Engineering, Inc. on behalf of Arizona Department of Transportation (ADOT) and in cooperation with Gila River Indian Community (GRIC), was initiated July 9, 2001. This study will evaluate potential transportation improvements, including a potential new freeway, around South Mountain between the southeast valley and the northwest valley. The study will require entry onto allottee lands within GRIC for a variety non-destructive project tasks. We are requesting authorization from your agency to begin coordination with the landowners and to access the land for the following specific project tasks.

1. To perform land surveying and temporary aerial target construction.
2. To conduct field investigations for a variety of non-disturbing environmental surveys including drainage, biological, cultural, land use, socio-economic, transportation, geological, visual, noise, air quality, utilities, and other environmental considerations.

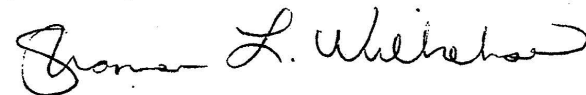
Attached is a map showing the general GRIC limits expected to be included in the study. Also attached is a list of personnel, and a list of vehicle makes, models, and license plates that may enter GRIC lands during the project.



Ms. Cecilia Martinez
Deputy Superintendent of Trust Services
Bureau of Indian Affairs
Page 2
10/21/2004

It is our intent to continue to coordinate with your agency regarding all matters of the study. Please advise if there is anything else you need for approval of this request. Thank you for your assistance.

Sincerely,



Shannon L. Wilhelmsen
Director of Communication and Community Partnerships
Arizona Department of Transportation

Attachments:

Map
Personnel List

cc: Lt. Governor Thomas
Sandra Shade, GRIC DOT
Bill Vachon, FHWA
Amy Edwards, HDR
Project File



Janet Napolitano
Governor

Victor M. Mendez
Director

Arizona Department of Transportation

Intermodal Transportation Division
206 South Seventeenth Avenue Phoenix, Arizona 85007

Debra Brisk
Deputy Director

November 29, 2004

Mr. Daniel L. Brown
Assistant City Attorney
City of Phoenix
200 West Washington Street, Suite 1300
Phoenix, AZ 85003-1611

RE: South Mountain Freeway Environmental Impact Statement & Location/Design Concept
Study
ADOT Tracs No. H 5764 01L

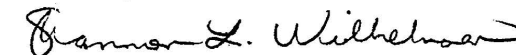
Dear Mr. Brown:

As a follow up to the recent South Mountain Freeway EIS & L/DCR Status Meeting held on November 4, 2004, I have enclosed the additional information you requested regarding the project. Enclosed, you will find the following information:

- General EIS Topics, Responsible Author and Firm
- Federal Register Notice of Intent
- Public Scoping Report – Includes comments acquired during initial scoping effort
- Alternatives Screening Report – Includes basis of analysis in screening initial 9 corridors to 3 corridors for further study

Thank you for your interest in this study. I look forward to working with you and other City of Phoenix staff as the study continues. If you have additional questions, please do not hesitate to contact me at (602) 712-7356.

Sincerely,



Shannon L. Wilhelmsen
Director of Communication and Community Partnerships

CC: Steve Jimenez, ADOT
Bill Vachon, FHWA
Amy Edwards, HDR
Project File





Janet Napolitano
Governor

Victor M. Mendez
Director

Arizona Department of Transportation

Office of the Director

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Debra Brisk
Deputy Director

December 3, 2004

Ms. Cecilia Martinez
Deputy Superintendent of Trust Services
Bureau of Indian Affairs
Pima Agency
P.O. Box 8
Sacaton, Arizona 85247

RE: South Mountain Freeway Environmental Impact Statement & Location/Design
Concept Study
ADOT Tracs No. H 5764 01L

Dear Ms. Martinez:

As you are aware, part of the on-going public involvement efforts by the Arizona Department of Transportation and HDR, Inc. (engineering consultant to ADOT), on the South Mountain Freeway project, is an on-going dialogue with Community members. Throughout the life of the project, we have periodically met with Community members through District update meetings and occasional landowner meetings. As we move forward on the project we would like to reach out to more of the landowners within this area of the Community.

This letter is to request your assistance, as the repository of landowner records, in providing the name and addresses of the parcel owners within the freeway study's affected area. This information will be used to notify landowners of upcoming meetings and to invite their input into the study process. Enclosed, we are providing the realty group of the Pima Agency with a map developed by HDR that delineates parcels within the Community that we believe may be affected by this study.

If you would like, we will use our resources to send the landowner notices. We are very aware of the sensitivity of this information and the high level of confidentiality that must be maintained upon receipt of this documentation. Therefore, any records we receive will *only* be used to generate a mailing list for its intended purpose of notifying landowners of upcoming meetings and inviting their input into the study process.



If you honor this request, you may send the information in the form you deem most convenient (i.e., hard copy, electronic - spreadsheet, GIS, etc.), to the following address:

Shannon L. Wilhelmsen
206 S. 17th Avenue
Mail Drop 118A
Phoenix, AZ 85007
SWilhelmsen@dot.state.az.us

I look forward to continuing to work with you and your staff as this project moves forward. If you have any questions regarding this matter, or the study in general, please do not hesitate to contact me at (602) 712-7356.

Sincerely,

Shannon L. Wilhelmsen, Director
Communication and Community Partnerships

CC: Governor Narcia, GRIC
Lt. Governor Thomas, GRIC
Sandra Shade, GRIC DOT
Bill Vachon, FHWA
Mike Bruder, ADOT
Amy Edwards, HDR
Project File



Janet Napolitano
Governor

Victor M. Mendez
Director

Arizona Department of Transportation

Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

March 21, 2005

Michael J. Ortega
State Engineer

Mr. Pete Overton
Environmental Preservation Specialist
The Bureau of Indian Affairs
Pima Agency
P.O. Box 8; Sacaton, AZ 85247

Re: Project Name: South Mountain Freeway
ADOT TRACS No: 202 MA 054 H5764 01L
Project No: RAM-202-C-(200)

Dear Mr. Overton:

The Bureau of Indian Affairs (BIA) is a cooperating agency with Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) for the South Mountain Freeway Environmental Impact Statement (EIS). Per our phone conversation on February 2, 2005, I am, submitting on behalf of FHWA this letter requesting that BIA formally comment on the EIS document format, requirements, review process and timeframes. These comments, as they relate to BIA's needs, will allow ADOT to ensure that they are reflected in the FHWA document. If BIA requires additional sections be included in the EIS, please inform me and I will forward to FHWA for their review.

After your review, I would like to set up a meeting, if you consider it appropriate, between FHWA, ADOT and yourself, so we discuss in detail your review comments. Please let me know of the date, location and time that are appropriate for you.

EIS review process

After ADOT Environmental & Enhancement Group (EEG) reviews and incorporates comments of the Working Draft EIS, it will be submitted to FHWA for initial review (the document will include line numbers). It is also anticipated that FHWA, and BIA will review the Draft and Final documents concurrently and that a quick turn around review time for each submittal will be required. Please let me know how many bound and/or unbound copies of each document you will need for your review.



Mr. Overton
Page 2

After this review, a comment resolution meeting will be held to discuss and resolve comments on the document. Once the Draft EIS is completed and approved by FHWA, the document will be available for public review. The anticipated public hearings (still to be established) will be announced with the publication of the Draft EIS.

After the public hearings, an additional cooperating agency comment resolution meeting will be held to discuss the comments received from the public involvement process. After ADOT EEG reviews the pre-final EIS, the final document will be reviewed by FHWA and the cooperating agencies. To finalize the EIS process, FHWA will request BIA provide them a letter stating their agreement with the findings of the EIS.

If you have any questions or need additional information, please contact me as noted below.

Respectively,

Maria A. Deeb-Roberge, PE, MEP
205 S. 17th Ave. Room 213E, MD 619E
Phoenix, Arizona 85007

ADOT NEPA Planner & Valley Team Leader
Environmental & Enhancement Group, Planning Section
602.712.8641 (Direct phone number)
602.712.3352 (Direct fax number)
602.712.3600 (Main Office fax number)

- Enclosures

c.c. Steve Thomas, FHWA
Mike Bruder, ADOT Valley Project Management
Ralph Ellis, ADOT Environmental & Enhancement Group
Amy Edwards, HDR, Inc
Jack Allen, HDR, Inc
Project file



Mr. Overton
Page 3

Dear Mr. Overton:

Please complete as appropriate,

1. Does BIA require **additional sections** be included in the EIS? (yes or no)

If yes, please inform me and I will forward to FHWA for they review.

2. After your review, do you consider appropriate, to **set up a meeting** between FHWA, ADOT and yourself, so we discuss in detail your review comments? (yes or no)

If yes, please let me know of the date, location and time that are appropriate for you.

3. BIA will review the Draft and Final documents and a quick turn around review time for each submittal will be required.

Please let me know **how many** bound and/or unbound copies of each document you will need for your review.

Upon completion please forward to:

Maria A. Deeb-Roberge, PE, MEP
205 S. 17th Ave. Room 213E, MD 619E
Phoenix, Arizona 85007

ADOT NEPA Planner & Valley Team Leader
Environmental & Enhancement Group, Planning Section
602.712.8641 (Direct phone number)
602.712.3352 (Direct fax number)
602.712.3600 (Main Office fax number)



RE: **South Mountain Freeway EIS & L/DCR Table of Contents.**

Summary

Introduction
Purpose of the Environmental Impact Statement
Description of the Approach Used to Prepare the Draft EIS
Coordination Undertaken to Date
Status of the Project Description & the Preferred Alternative at the Draft EIS Stage
Purpose of and Need of the Proposed Action
Other Government Actions and Permits Required
Section 404 Permit, Clean Water Act
Section 401, Water Quality Certification, Clean Water Act
Section 402, NPDES Permit, Clean Water Act
Application for Earth Moving Permit, Demolition, and Dust Control Plan
Floodplain?
Incidental Take Permit, Section 7, Endangered Species Act ?
Section 106 National Historic Preservation Act Memorandum of Agreement
Change of Access Report
Various Utility Relocations
Farmlands Form AD-1006?
Government-to-Government Agreements
Tribal Council Resolution
Other Governmental Agreements
Others???

Summary of Environmental Consequences
Areas of Concern (Unresolved Issues) and expected date of resolution, if known
Mitigation Measures to Avoid, Reduce, or Otherwise Mitigate Adverse Effects
How Draft EIS Comments Will Be Reviewed and Responded To
Independent Evaluation of the Draft EIS
Purpose of the Draft EIS

Chapter 1 Purpose and Need

Introduction
Project Location, Description, and Status
ADOT Mission Statement
Regional Transportation Planning
Freeways
Transit
Streets
Transportation Demand Management and Transportation Systems Management
Need for the Proposed Action
Social Demands and Economic Development
Historical Population Growth, Projections, and Housing Projections
Economic Development



Conclusion

- Transportation Demand and Capacity
 - Methodology
 - Existing Conditions
 - 2025 Conditions without South Mountain Freeway
 - 2025 Conditions with South Mountain Freeway
- Purposes for the Proposed Action
 - System Linkage
 - Legislation-Regional and Local Planning
 - Regional Planning Context
 - Local Planning Context
 - Proposed Action Within the Context of Interstate Travel

Chapter 2 Gila River Indian Community Coordination

- Introduction
- District Coordination
- Council Coordination
- Governmental Department Coordination
- Citizens' Advisory Team Coordination
- GRIC Public Involvement
- Status of GRIC Alignments at Time of DEIS Issuance
- Treatment of Impacts on GRIC Land
- Treatment of Section 4(f) Resources
- Future Coordination
- Context of Coordination in Relation to Environmental Justice Executive Order

Chapter 3 Alternatives

- Project Termini and Why They Are Logical
- Alternatives Considered
 - Status of Alternatives
 - Concurrence to Historical Context
 - Western Section Alternatives
 - Eastern Section Alternatives
 - Treatment of Section 4(f) at the Draft EIS Stage (South Mountain Park)
 - Alternatives Screening Process
 - Screening Process Described
 - Creation and Screening of Corridors
 - Creation and Screening of Alignments
 - Screening Western Section Alignments
 - Screening Eastern Section Alignments
 - Beneficial Effects of Screening Process
 - Alternatives Considered But Eliminated From Further Study
 - Non-Freeway Alternatives
 - TSM and TDM Alternatives
 - Transit Alternatives
 - Arterial Road Network Expansion Alternatives
 - Land Use Alternatives
 - Freeway/Light Rail Combination Alternatives
 - Freeway Alignment Alternatives



- Western Section
- Eastern Section
 - Chandler Boulevard Alignment
 - Baseline Road (US60 Extension) Alignment
- South Mountain Park Section
 - Tunnel Alternative
 - Bridge Alternative?
- Alternatives Studied in Detail
 - No-Action Alternative
 - Action Alternatives
 - Renaming of Alternatives for the Draft EIS
 - Creation of Western and Eastern Sections for the Draft EIS
- Horizontal and Vertical Alignments Described for Action Alternatives
 - Western Section
 - 59th Avenue Alternative
 - 71st Avenue Alternative
 - 99th Avenue Alternative and Options
 - Eastern Section
 - Pecos Road Alternative
- Traffic Interchange Configuration Assumptions
 - System-to-System Interchanges (I-10 Connections)
 - Service Interchanges
- Right-of-Way Requirements Described for Action Alternatives
- Major Design Features Common to Action Alternatives
 - Design Criteria
 - Typical Mainline Freeway Sections
 - Auxiliary Lanes
 - TSM/TDM Strategies
 - Traffic Control Devices and Illumination
 - Utilities
 - Principal Items (Earthwork)
 - Drainage
 - Pavement Treatment
 - Planning-Level Construction Costs
 - Construction Sequencing, Schedule, & Traffic Control
 - Enhancement Opportunities
- Traffic Analysis
 - Operational Characteristics
 - Mainline Characteristics
 - I-10 Operations
 - Western Section
 - Eastern Section
 - Anticipated Traffic Mix Once in Operation
- Identification of Preferred Alternative
- Compliance with Section 404(b)(1) Guidelines



Chapter 4 Affected Environment, Consequences, and Mitigation

Introduction

Statement of Negative Declaration (if applicable)

Land Use

Affected Environment

Existing Land Use

Western Section

Eastern Section

Plans and Policies for Future Land Use Development

General Plans

Maricopa County

City of Phoenix

Avondale

Tolleson

Glendale

Chandler

Zoning Ordinances

Other Plans

Environmental Consequences

Impacts Associated with All Action Alternatives, Western and Eastern Sections (Land Use Conversion)

Western Section Alternatives

Impacts Associated with Western Section Alternatives

59th Avenue Alignment

Land Use Compatibility

Land Use Plan Consistency

71st Avenue Alignment

Land Use Compatibility

Land Use Plan Consistency

99th Avenue Alignment (Including Options)

Land Use Compatibility

Land Use Plan Consistency

Eastern Section Alternative (Pecos Road Alternative)

Land Use Compatibility

Land Use Plan Consistency

No-Action Alternative

Land Use Compatibility

Land Use Plan Consistency

Beneficial Effects Associated with All Action Alternatives

Mitigation

Avoidance Measures

Minimization Measures

Social Conditions

Affected Environment

Demographic Characteristics

Regional Characteristics

Western Section

Eastern Section



Community Facilities and Services

Western Section

Schools

Parks and Recreational Areas

Bicycle and Pedestrian Facilities

Equestrian Facilities

Medical Facilities

Police and Fire Facilities

Utilities

Eastern Section

Schools

Parks and Recreational Areas

Bicycle and Pedestrian Facilities

Equestrian Facilities

Medical Facilities

Police and Fire Facilities

Utilities

Projected Growth

Western Section

Eastern Section

Environmental Consequences

Community Character and Cohesion

Social Impacts Associated with All Action Alternatives (W/E)

Travel Patterns and Accessibility

Public Facilities

Regional and Community Growth

Social Impacts Associated with Western Section Alternatives

57th Avenue Alternative

71st Avenue Alternative

99th Avenue Alternative (and Options)

Social Impacts Associated with Eastern Section Alternative

No-Action Alternative

Beneficial Effects Associated with All Action Alternatives

Mitigation

Avoidance Measures

Minimization Measures

Title VI and Environmental Justice

Western Section Alternatives

57th Avenue Alternative

71st Avenue Alternative

99th Avenue Alternative (and Options)

Eastern Section Alternative

No-Action Alternative

Beneficial Effects Associated with All Action Alternatives

Mitigation

Avoidance Measures

Minimization Measures

Displacements and Relocations



Impacts Associated with All Action Alternative (W/E)
Impacts Associated with Western Section Alternatives
57th Avenue Alternative
71st Avenue Alternative
99th Avenue Alternative (and Options)
Impacts Associated with Eastern Section Alternative
No-Action Alternative
Beneficial Effects Associated with All Action Alternatives
Mitigation
Avoidance Measures
Minimization Measures

Economics
Affected Environment
Primary Industrial Sectors
Sales Tax Generation
Property Tax
Other Revenues
Overall Regional Economic Assessment
Environmental Consequences (State, County, Local)
Impacts Associated with All Western Section Alternatives
Conversion of Private Lands to Transportation Use
Primary Industrial Sectors
Sales Tax Generation
Property Tax
Other Revenues
Impacts Associated with 57th Avenue Alternative
Conversion of Private Lands to Transportation Use
Primary Industrial Sectors
Sales Tax Generation
Property Tax
Other Revenues
Impacts Associated with 71st Avenue Alternative
Conversion of Private Lands to Transportation Use
Primary Industrial Sectors
Sales Tax Generation
Property Tax
Other Revenues
Impacts Associated with 99th Avenue Alternative (and Options)
Conversion of Private Lands to Transportation Use
Primary Industrial Sectors
Sales Tax Generation
Property Tax
Other Revenues
Impacts Associated with All Eastern Section Alternative
Conversion of Private Lands to Transportation Use
Primary Industrial Sectors
Sales Tax Generation
Property Tax



Other Revenues
Local Jurisdiction Assessments of Economic Impacts
No-Action Alternative
Beneficial Effects Associated with All Action Alternatives
Regional Economy
Ridership Benefits
Mitigation
Avoidance Measures
Minimization Measures

Air Quality
Affected Environment
Relevant Pollutants
Air Quality Regulations and Planning
Clean Air Act Amendments of 1990
Federal Attainment Status and Implementation Plans
National and State Ambient Air Quality Standards
Regional Overview
Project Level Analysis
Air Quality Regulation Trends (to address recent trends)
Environmental Consequences
Impacts Associated with All Action Alternatives (W/E)
Impacts Associated with Western Section Alternatives
Impacts Associated with Eastern Section Alternative
No-Action Alternative
Beneficial Effects Associated with All Action Alternatives
Mitigation
Avoidance Measures
Minimization Measures

Noise
Affected Environment
Noise Criteria
Existing Noise Levels
Unique Characteristics (Truck Stack, Night Readings, Bowl Effect)
Environmental Consequences
Impacts Associated with the Operation of All Action Alternatives
Impacts Associated with Western Section Alternatives
57th Avenue Alternative
71st Avenue Alternative
99th Avenue Alternative (and Options)
Impacts Associated with Eastern Section Alternative
No-Action Alternative
Beneficial Effects Associated with All Action Alternatives
Mitigation
Avoidance Measures
Minimization Measures

Water Resources
Affected Environment
Surface Water



- Watershed Description and Flow Characteristics
 - Surface Water Quality
 - Water Supply Trends (?)
- Groundwater
 - Groundwater Setting and Development
 - Groundwater Quality
- Environmental Consequences
 - Operational Impacts Associated with All Action Alternatives
 - Operational Impacts Associated with Western Section Alternatives
 - 57th Avenue Alternative
 - 71st Avenue Alternative
 - 99th Avenue Alternative (and Options)
 - Operational Impacts Associated with Eastern Section Alternative
 - No-Action Alternative
 - Beneficial Effects Associated with the Action Alternatives
 - Mitigation
 - Avoidance Measures
 - Minimization Measures
- Floodplains
 - Affected Environment
 - Existing Conditions
 - Water Course Description
 - Summary of Flooding History
 - Factors Affecting Flooding Risks
 - Environmental Consequences
 - Operational Impacts Associated with All Action Alternatives
 - Risks Associated with the Action
 - Impacts on Natural and Beneficial Floodplain Values
 - Support of Incompatible Floodplain Development
 - Measures to Minimize Floodplain Impacts
 - Measures to Restore Natural and Beneficial Floodplain Values
 - Alternatives to Encroachments
 - Potential for Significant Encroachment
 - No-Action Alternative
 - Beneficial Effects Associated with the Action Alternatives
 - Mitigation
 - Avoidance Measures
 - Minimization Measures
- Jurisdictional Waters of the United States
 - Affected Environment
 - Environmental Consequences
 - Impacts Associated with All Action Alternatives
 - No-Action Alternative
 - Beneficial Effects Associated with the Action Alternatives
 - Mitigation
 - Avoidance Measures
 - Minimization Measures
- Topography, Geology and Soils



- Affected Environment
 - Soils and Topography
 - Geology
 - Land Subsidence
 - Earth Fissures
 - Seismic Activity
 - Mining
- Environmental Consequences
 - Impacts Associated with All Action Alternatives
 - No-Action Alternative
 - Beneficial Effects Associated with All Action Alternatives
- Mitigation
 - Avoidance Measures
 - Minimization Measures
- Biological Resources
 - Affected Environment
 - Biological Resources Regulations
 - Federal
 - State
 - Description of Ecosystem
 - Threatened and Endangered Species/Arizona Species of Concern
 - Arizona Native Plant Law Species
 - Invasive Species
 - Environmental Consequences
 - Impacts Associated with All Action Alternatives
 - Impacts Associated with Western Section Alternatives
 - 57th Avenue Alternative
 - 71st Avenue Alternative
 - 99th Avenue Alternative (and Options)
 - Impacts Associated with Eastern Section Alternative
 - No-Action Alternative
 - Beneficial Effects Associated with the Action Alternatives
 - Mitigation
 - Avoidance Measures
 - Minimization Measures
- Cultural Resources
 - Affected Environment
 - Cultural Resource Regulations
 - Conditions
 - Environmental Consequences
 - Archaeological Resource Impacts – Western Section
 - Archaeological Resource Impacts – Eastern Section
 - Historic Resource Impacts – Western Section
 - Historic Resource Impacts – Eastern Section
 - Impacts on Traditional Cultural Properties
 - No-Action Alternative
 - Beneficial Effects Associated with the Action Alternatives
 - Mitigation



	Avoidance Measures
	Minimization Measures
Hazardous Materials	
Affected Environment	
Environmental Consequences	
Impacts Associated with All Action Alternatives	
Impacts Associated with Western Section Alternatives	
57 th Avenue Alternative	
71 st Avenue Alternative	
99 th Avenue Alternative (and Options)	
Impacts Associated with Eastern Section Alternative	
No-Action Alternative	
Beneficial Effects Associated with the Action Alternatives	
Mitigation	
Avoidance Measures	
Minimization Measures	
Visual Resources	
Affected Environment	
Pertinent Regulations and Guidance	
Local Setting	
Visual Character and Quality	
Environmental Consequences	
Impacts Associated with Operation of All Action Alternatives	
Western Section Alternatives	
57 th Avenue Alternative	
71 st Avenue Alternative	
99 th Avenue Alternative (and Options)	
Eastern Section Alternative	
No-Action Alternative	
Beneficial Effects Associated with the Action Alternatives	
Mitigation	
Avoidance Alternatives	
Minimization Alternatives	
Farmlands	
Affected Environment	
Existing Prime and Unique Farmlands	
Planned Designations	
Environmental Consequences	
Impacts Associated with All Action Alternatives	
Western Section Alternatives	
57 th Avenue Alternative	
71 st Avenue Alternative	
99 th Avenue Alternative (and Options)	
Eastern Section Alternative	
No-Action Alternative	
Beneficial Effects Associated with the Action Alternatives	
Mitigation	
Avoidance Alternatives	



	Minimization Alternatives
Energy	
Affected Environment	
Environmental Consequences	
Impacts Associated with All Action Alternatives	
No-Action Alternative	
Beneficial Effects Associated with the Action Alternatives	
Mitigation	
Avoidance Alternatives	
Minimization Alternatives	
Temporary Construction Impacts	
Construction Impacts Associated with All Action Alternatives	
Air Quality	
Noise	
Water Resources	
Socioeconomic Conditions	
Pedestrian and Vehicular Traffic	
Utilities	
Visual Resources	
No-Action Alternative	
Beneficial Effects Associated with the Action Alternatives	
Mitigation	
Avoidance Alternatives	
Minimization Alternatives	
Irreversible and Irrecoverable Commitments of Resources	
Relationship Between Short-Term Uses of the Environment and Long-Term Productivity	
Secondary and Cumulative Impacts	
Introduction	
Purpose and Regulatory Basis	
FHWA and CEQ Guidance	
Secondary Impacts	
Cumulative Impacts	
Methodology	
Overview of Historic, Existing, and Future Conditions	
Demographics	
Population Growth	
Income and Minority Status	
Land Use and Ownership	
Analysis of Potential Impacts	
Statement of Negative Declarations	
Elements Analyzed	
Topography	
Analysis of Potential Impacts	
Mitigation and Responsibility	
Vegetation/Native Plants	
Analysis of Potential Impacts	
Mitigation and Responsibility	
Water Resources	



- Analysis of Potential Impacts
- Mitigation and Responsibility
- Noise Levels
 - Analysis of Potential Impacts
 - Mitigation and Responsibility
- Visual Resources
 - Analysis of Potential Impacts
 - Mitigation and Responsibility
- Land Ownership, Right-of-Way Acquisition
 - Analysis of Potential Impacts
 - Mitigation and Responsibility
- Potential Relocations and Other Conversions
 - Analysis of Potential Impacts
 - Mitigation and Responsibility
- Traffic Conditions and Access Routes
 - Analysis of Potential Impacts
 - Mitigation and Responsibility
- Community Character and Cohesion
 - Analysis of Potential Impacts
 - Mitigation and Responsibility
- Public Service Facilities
 - Analysis of Potential Impacts
 - Mitigation and Responsibility
- Population Trends
 - Analysis of Potential Impacts
 - Mitigation and Responsibility
- Economic Conditions
 - Analysis of Potential Impacts
 - Mitigation and Responsibility

Chapter 5 Section 4(f) Evaluation

- Introduction
 - Definition of Section 4(f)
 - Status of GRIC Alternatives within Section 4(f) Context
- Description of Section 4(f) Resources in the Western Section, Impacts, & Measures to Minimize Harm
 - Property No. 1
 - Description
 - Direct Impacts
 - Proximity Impacts
 - Measures to Minimize Harm
 - Property No. 2
 - Description
 - Direct Impacts
 - Proximity Impacts
 - Measures to Minimize Harm
 - Property No. 3
 - Description
 - Direct Impacts



- Proximity Impacts
 - Measures to Minimize Harm
- Property No. 4
 - Description
 - Direct Impacts
 - Proximity Impacts
 - Measures to Minimize Harm
- Description of Section 4(f) Resources in the Eastern Section, Impacts, & Measures to Minimize Harm
 - Property No. 1
 - Description
 - Direct Impacts
 - Proximity Impacts
 - Measures to Minimize Harm
 - Property No. 2
 - Description
 - Direct Impacts
 - Proximity Impacts
 - Measures to Minimize Harm
 - Property No. 3
 - Description
 - Direct Impacts
 - Proximity Impacts
 - Measures to Minimize Harm
 - Property No. 4
 - Description
 - Direct Impacts
 - Proximity Impacts
 - Measures to Minimize Harm (and so on)
- Avoidance Alternatives in Both Western and Eastern Section
 - Avoidance Alternative No. 1
 - Avoidance Alternative No. 2
 - Avoidance Alternative No. 3
 - Avoidance Alternative No. 4 (and so on)
- Coordination
- Chapter 6** Comments and Coordination
 - Previous Coordination Activities
 - Environmental Impact Statement Coordination
 - Agency Coordination
 - Cooperating Agencies
 - Participating Agencies
 - Stakeholders
 - Public Coordination
 - Western Section Communities
 - Eastern Section Communities
 - Citizens' Advisory Team
 - Environmental Justice Populations
 - Gila River Indian Community



Future Coordination and Project Actions
DEIS Distribution

List of Preparers and Contributors
Abbreviations and Glossary
Index
Bibliography, References, and Communications



Janet Napolitano
Governor
Victor M. Mendez
Director

Arizona Department of Transportation
Intermodal Transportation Division
206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

April 14, 2005

Daniel Lance
Deputy State
Engineer

Sandra Shade, Director
GRIC Department of Transportation
315 West Casa Blanca Road, PO Box 97
Sacaton, AZ 85247

Re: Project Name: South Mountain Freeway
ADOT TRACS No: 202 MA 054 H5764 01L
Project No: NH-202-D-()

Dear Ms. Shade:

The Gila River Indian Community (GRIC) is an important stakeholder that, together with Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are collaborating in the development of the South Mountain Freeway Environmental Impact Statement (EIS). Per the phone conversation with your office on April 14, 2005, I am, submitting on behalf of FHWA this letter requesting that GRIC comment on the EIS table of contents. These comments, as they relate to GRIC's needs, will allow ADOT to ensure that they are reflected in the FHWA document.

After your review of the table of contents for the EIS, I would like to set up a meeting, if you consider it necessary and appropriate, between FHWA, ADOT and yourself, so we can discuss in detail your review comments. Please let me know of the date, location and time that is appropriate for you.

EIS review process

After ADOT Environmental & Enhancement Group (EEG) reviews and incorporates comments of the Administrative Draft EIS, it will be submitted to FHWA for initial review (the document will include line numbers). At this time we would like to know if the GRIC will participate in a concurrent review with FHWA, the Army Corps of Engineers and the Bureau of Indian Affairs (BIA) of the Draft and Final documents, and that a 4 weeks turn around review time for each submittal will be required. Please let me know how many copies of each document you will need for your review, as well as the time you consider appropriate for the reviews mentioned above.



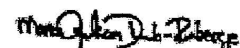
Ms Shade
Page 2

After this review, a comment resolution meeting will be held to discuss and resolve comments on the document. Once the Draft EIS is completed and approved by FHWA, the document will be available for public review. The anticipated public hearings (still to be established) will be announced with the publication of the Draft EIS.

After the public hearings, an additional cooperating agency comment resolution meeting will be held to discuss the comments received from the public involvement process. After ADOT EEG reviews the pre-final EIS, the final document will be reviewed by FHWA, GRIC and the cooperating agencies. To finalize the EIS process, FHWA will request the cooperative agencies provide them a letter stating their agreement with the findings of the EIS and will continue to work with the GRIC in final resolution.

If you have any questions or need additional information, please contact me as noted below.

Respectfully,



Maria A. Deeb-Roberge, PE, MEP
205 S. 17th Ave. Room 213E, MD 619E
Phoenix, Arizona 85007

ADOT NEPA Planner & Valley Team Leader
Environmental & Enhancement Group, Planning Section
602.712.8641 (Direct phone number)
602.712.3352 (Direct fax number)
602.712.3600 (Main Office fax number)

- Enclosures

c.c. Steve Thomas, FHWA
William Vachon, FHWA
Mike Bruder, ADOT Valley Project Management
Ralph Ellis, ADOT Environmental & Enhancement Group
Matt Burdick, ADOT Communication & Community Partnerships
Amy Edwards, HDR, Inc
Jack Allen, HDR, Inc
Project file



Janet Napolitano
Governor

Victor M. Mendez
Director

Arizona Department of Transportation

Communication and Community Partnerships

206 South Seventeenth Avenue • Phoenix, Arizona 85007-3213

Shannon Wilhelmser
Communications
Director

April 15, 2005

Ms. LaQuinta Allison, Community Chairperson
District 4 Community Council
Gila River Indian Community
District 4 Service Center
PO Box 557
Sacaton, AZ 85247

RE: ADOT South Mountain Freeway Environment Impact Statement and
Location/Design Concept Report

Dear Ms. Allison:

Thank you for the opportunity to visit your District on November 15, 2004, to share information about the South Mountain Freeway Study and to receive District members' input, opinions and/or concerns regarding the study efforts. Please see the following list of the input we received.

- Concern expressed to keep the land for the children who are the future of the Community.
- The land is needed for homes in the future.
- A freeway may be useful in the future but not now.
- Do not want the freeway on GRIC but do not want to be blocked from having access to it.
- Concerned about environmental impacts whether a freeway is on GRIC or not - noise impacts, potential for rubberized asphalt.
- Tired of ADOT's question and answer sessions regarding the freeway.
- How many acres of GRIC land would a freeway take? Allotted lands? Tribal lands?
- ADOT has made promises in the past with regard to SR 587, SR 87 and I-10 freeway access.
- GRIC has a resolution saying no to the freeway.
- Problems (traffic speeds, safety) with SR 587 and SR 87 at Santan Road and Sesame Road.

We recognize and respect the importance of the Gila River Indian Community ("GRIC") land to the landowners and members of the Tribal Community and we will not study alternatives on the Gila River Indian Community without approval from the Community.

We respect the Community's resolution regarding any freeway construction on GRIC lands. We also recognize that potential alternatives on GRIC lands would involve both allotted lands and tribal lands. As such, we are working with both the Natural Resources Standing Committee and the BIA to involve as many tribal members in the decision as possible.



If the Community allows the Study Team to study GRIC alternatives, these alternatives would be located within the study area described by the Community, which does not include Riggs Road. Also, any study of GRIC alternatives would include a detailed study of a wide variety of environmental, societal and design issues, including concerns regarding traffic, air quality, etc. If the Community does not allow the Study Team to study GRIC alternatives, the Study Team will continue to work with the Community to provide information regarding any possible alignment alternatives that are not on the Community, and the impacts that these alignments adjacent to the Community may create. Additionally, the Study Team will also continue to study and analyze the No-Build alternative that could become the preferred option if detailed study of the environmental, societal and design issues of each build alternative evidences too much negative affect.

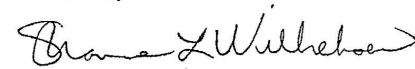
Given the lengthy history of this project, (almost 20 years), there have been other alternatives studied in the area, including a toll road. During the development of the toll road study, during the early 1990's, it became apparent that the project would not be economically feasible and was dropped from further study. At this time, the South Mountain Freeway Study is not considering a toll road option.

We also recognize that there are other concerns within the Community regarding highways and freeways not associated with the South Mountain Freeway. As such, we will be researching the concerns you expressed regarding SR 587, SR 87 and I-10. Where problems exist, ADOT will work with the Community on potential solutions.

During the last few months, we have also had the opportunity to visit Districts 6 and 7 with this same presentation. We have attached a summary of what was heard at those meetings as well for your information. All of this information will be provided to the Gila River Indian Community Department of Transportation, Natural Resources Standing Committee, and Executive Office, as well as the Bureau of Indian Affairs.

We at ADOT recognize the need for on-going discussion with the Community regarding this project and others. As such, we are offering to meet regularly with your District members to discuss issues pertaining to all ADOT facilities. We look forward to working with you. If you have any questions or comments regarding the information presented in this letter, please do not hesitate to contact Shannon at 602-712-7356 and Mike at 602-712-6836. Thank you again for the opportunity to meet with you and your District Council.

Sincerely,



Shannon L. Wilhelmsen, Director
Communication and Community Partnerships

CC: Ms. Sandra Shade, GRIC DOT
Mr. Gary Bohnee, GRIC Chief of Staff
GRIC Natural Resources Standing Committee
Mr. Ben Nuvamsa, BIA Superintendent
Ms. Cecilia Martinez, BIA Deputy Superintendent
Mr. Bill Vachon, FHWA
Mr. Dan Lance, ADOT
Ms. Amy Edwards, HDR

Sincerely,



Mike Bruder, Project Manager
ADOT Valley Project Management



Janet Napolitano
Governor

Victor M. Mendez
Director

Arizona Department of Transportation

Communication and Community Partnerships

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Shannon Wilhelmsen
Communications
Director

April 15, 2005

Mr. Terrance Evans, Community Chairperson
District 6 Community Council
Gila River Indian Community
District 6 Service Center
PO Box 54
Laveen, AZ 85339

RE: ADOT South Mountain Freeway Environmental Impact Statement and Location/Design Concept Report

Dear Mr. Evans:

Thank you for the opportunity to visit your District on November 13, 2004, to share information about the South Mountain Freeway Project and to receive District members' input, opinions and/or concerns regarding the study efforts. Please see the following list of the input we received.

- Concerns regarding truck traffic on 51st Avenue and potential truck bypass.
- What happened with the toll roads study?
- Over 85% of land is allottee land in the area under consideration.
- Trucks affecting Community: Kids feeling threatened.
- Advantages to access to freeway for those going to Sacaton for work or business. Allows an opportunity for Community transit.
- Turning 51st Avenue and Riggs Road back to the Community if a freeway is constructed.
- Concern regarding access to the dialysis center.
- Community members must have vehicles tested for emissions even though the low population and clean air of the Community should make this unnecessary.
- I-10 Widening issues:
 - Only two ways out of Sacaton – issue if there is a problem and people need to leave.
 - Frontage roads on I-10 – who will pay for construction? Maintenance?
 - Coordinated public outreach is necessary – have not heard from I-10 Widening team in a while.
 - Community emergency response teams (fire, EMT, police) are first contacted for incidents on I-10. Is there a potential to share this cost with neighboring communities?
- Do not consider putting the freeway on Riggs Road.
- If freeway is on allotted lands, it should be 1-1 ½ miles south of Pecos Road.
- How does the potential relocation of Rawhide play into the discussion of the freeway?

We recognize and respect the importance of the Gila River Indian Community ("GRIC") land to the landowners and members of the Tribal Community and we will not study alternatives on the Gila River Indian Community without approval from the Community.



2001 Award Recipient

We respect the Community's resolution regarding any freeway construction on GRIC lands. We also recognize that potential alternatives on GRIC lands would involve both allotted lands and tribal lands. As such, we are working with both the Natural Resources Standing Committee and the BIA to involve as many tribal members in the decision as possible.

If the Community allows the Study Team to study GRIC alternatives, these alternatives would be located within the study area described by the Community, which does not include Riggs Road. Also, any study of GRIC alternatives would include a detailed study of a wide variety of environmental, societal and design issues, including concerns regarding traffic, air quality, etc. If the Community does not allow the Study Team to study GRIC alternatives, the Study Team will continue to work with the Community to provide information regarding any possible alignment alternatives that are not on the Community, and the impacts that these alignments adjacent to the Community may create. Additionally, the Study Team will also continue to study and analyze the No-Build alternative that could become the preferred option if detailed study of the environmental, societal and design issues of each build alternative evidences too much negative affect.

Given the lengthy history of this project, (almost 20 years), there have been other alternatives studied in the area, including a toll road. During the development of the toll road study, during the early 1990's, it became apparent that the project would not be economically feasible and was dropped from further study. At this time, the South Mountain Freeway Study is not considering a toll road option.

We also recognize that there are other concerns within the Community regarding highways and freeways not associated with the South Mountain Freeway. As such, we will be researching the concerns you expressed regarding I-10. Where problems exist, ADOT will work with the Community on potential solutions.

During the last few months, we had the opportunity to visit Districts 4 and 7 with this same presentation. Attached is a summary of Community input from those meetings for your information. All this information will be provided to the Gila River Indian Community Department of Transportation, Natural Resources Standing Committee, and Executive Office, as well as the Bureau of Indian Affairs.

We at ADOT recognize the need for on-going discussion with the Community regarding this project and others. As such, we are offering to meet regularly with your District members to discuss issues pertaining to all ADOT facilities. We look forward to working with you. If you have any questions or comments regarding the information presented in this letter, please do not hesitate to contact Shannon at 602-712-7356 and Mike at 602-712-6836. Thank you again for the opportunity to meet with you and your District Council.

Sincerely,



Shannon L. Wilhelmsen, Director
Communication and Community Partnerships

CC: Ms. Sandra Shade, GRIC DOT
Mr. Gary Bohnee, GRIC Chief of Staff
GRIC Natural Resources Standing Committee
Mr. Ben Nuvamsa, BIA Superintendent
Ms. Cecilia Martinez, BIA Deputy Superintendent
Mr. Bill Vachon, FHWA
Mr. Dan Lance, ADOT
Ms. Amy Edwards, HDR

Sincerely,



Mike Bruder, Project Manager
ADOT Valley Project Management



Janet Napolitano
Governor

Victor M. Mendez
Director

Arizona Department of Transportation

Communication and Community Partnerships

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Shannon Wilhelmsen
Communications
Director

April 15, 2005

Mr. Keith Fohrenkam, District Chairperson
District 7 Community Council
Gila River Indian Community
District 7 Service Center
RR 4 Box 186
Laveen, AZ 85339

RE: ADOT South Mountain Freeway Environmental Impact Statement and Location/Design Concept Report

Dear Mr. Fohrenkam:

Thank you for the opportunity to visit your District on November 13, 2004, to share information about the South Mountain Freeway Study and to receive District members' input, opinions and/or concerns regarding the study efforts. Please see the following list of the input we received.

- District 7 is opposed to the study.
- ADOT should ask the people "do you want a freeway or not" – simple question to determine if the District supports it.
- GRIC resolution reflects the direction of **all** districts, not just District 6.
- Development is occurring all around the Community. This is the only land the Community has.
- Consider putting the question of a South Mountain Freeway on Community land to a GRIC vote.
- Is No Build really an option?
- What is the study schedule?
- How much traffic is on 51st Avenue? Baseline Road? There has been an obvious increase in traffic along Baseline Road in the last 5 years.
- Could the Community take certain roads back from the County?
- Original alternative in 1985 did not parallel so much of the Community.
- Businesses in Laveen – do they still want the original alternative?
- Compensate landowners for land but then they have no land.
- Could compensation be – yearly to landowners? Through toll road?
- Community also includes landowners. Will ADOT coordinate with the landowners?
- Freeway would also serve the Community. It would take traffic off roads. Could return roads to the Community from the County.
- Other issues to be considered – Tres Rios, I-10 Widening, crime rates, tourism, and the future for the kids. All issues are interconnected and need to be addressed as such.
- District 7 motion still stands opposing the freeway.

We recognize and respect the importance of the Gila River Indian Community ("GRIC") land to the landowners and members of the Tribal Community and we will not study alternatives on the Gila River Indian Community without approval from the Community.



2001 Award Recipient

We respect the Community's resolution regarding any freeway construction on GRIC lands. We also recognize that potential alternatives on GRIC lands would involve both allotted lands and tribal lands. As such, we are working with both the Natural Resources Standing Committee and the BIA to involve as many tribal members in the decision as possible.

If the Community allows the Study Team to study GRIC alternatives, these alternatives would be located within the study area described by the Community, which does not include Riggs Road. Also, any study of GRIC alternatives would include a detailed study of a wide variety of environmental, societal and design issues, including concerns regarding traffic, air quality, etc. If the Community does not allow the Study Team to study GRIC alternatives, the Study Team will continue to work with the Community to provide information regarding any possible alignment alternatives that are not on the Community, and the impacts that these alignments adjacent to the Community may create. Additionally, the Study Team will also continue to study and analyze the No-Build alternative that could become the preferred option if detailed study of the environmental, societal and design issues of each build alternative evidences too much negative affect.

Given the lengthy history of this project, almost 20 years, there have been other alternatives studied in the area, including a toll road. During the development of the toll road study during the early 1990's, it became apparent the project would not be economically feasible and was dropped from further study. At this time, there is no consideration of a toll road for the South Mountain Freeway.

We also recognize there are other concerns within the Community regarding highways and freeways not associated with the South Mountain Freeway. As such, we will be researching concerns expressed regarding I-10. Where problems exist, ADOT will work with the Community on potential solutions.

During the last few months, we had the opportunity to visit Districts 4 and 6 with this same presentation. Attached is a summary of Community input from those meetings for your information. All this information will be provided to the Gila River Indian Community Department of Transportation, Natural Resources Standing Committee, and Executive Office, as well as the Bureau of Indian Affairs.

We at ADOT recognize the need for on-going discussion with the Community regarding this project and others. As such, we are offering to meet regularly with your District members to discuss issues pertaining to all ADOT facilities. We look forward to working with you. If you have any questions or comments regarding the information presented in this letter, please do not hesitate to contact Shannon at 602-712-7356 and Mike at 602-712-6836. Thank you again for the opportunity to meet with you and your District Council.

Sincerely,



Shannon L. Wilhelmsen, Director
Communication and Community Partnerships

CC: Ms. Sandra Shade, GRIC DOT
Mr. Gary Bohnne, GRIC Chief of Staff
GRIC Natural Resources Standing Committee
Mr. Ben Nuvamsa, BIA Superintendent
Ms. Cecilia Martinez, BIA Deputy Superintendent
Mr. Bill Vachon, FHWA
Mr. Dan Lance, ADOT
Ms. Amy Edwards, HDR

Sincerely,



Mike Bruder, Project Manager
ADOT Valley Project Management



Janet Napolitano
Governor

Victor M. Mendez
Director

Arizona Department of Transportation

Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

David P. Jankofsky
Deputy Director

July 13, 2005

Mr. David Folts
Concerned Families Along South Mountain – Loop 202
3407 East Cederwood Lane
Phoenix, Arizona 85048

Re: South Mountain Freeway – Loop 202

Dear Mr. Folts:

Thank you for your letter dated, April 16, 2005, requesting that responses to 12 air quality questions, from the Concerned Families Along South Mountain Loop 202, be included in the Environmental Impact Statement (EIS) for the referenced project. Air Quality impacts are a very important component of the EIS; ADOT and FHWA will evaluate potential impacts in accordance with regulatory requirements. The Air Quality evaluation in the draft EIS will include a discussion of carbon monoxide, particulates, diesel fuel emissions, and various mobile source chemical emissions. We believe that the air quality evaluation in the draft EIS will address the issues raised by the Concerned Families in your letter. The Concerned Families will have an opportunity to ask for further clarification of air quality issues during the public comment period following issuance of the draft EIS. Responses will be included in the Response to Public Comments Section of the Final EIS.

It is important to note that mobile source control programs recently promulgated by the Environmental Protection Agency (EPA), such as, the reformulated gasoline program, national low emissions vehicle standards, Tier 2 motor vehicle emissions standards, gasoline sulfur control requirements, proposed heavy duty engine and vehicle standards, and on-highway diesel fuel sulfur control requirements are expected to dramatically reduce motor vehicle air pollutants. The EPA projects that between 1990 and 2020 these programs will reduce on-highway diesel particulate emissions by 90 percent and emissions of benzene, formaldehyde, 1,3-butadiene, and acetaldehyde by 67 to 76 percent.

ADOT appreciates Concerned Families' participation in the South Mountain – Loop 202 Environmental Impact Study. We will continue to seek input in public meetings that will be held throughout the study process. If you have questions or comments, please call me at 602-712-6161.

Sincerely,



Ralph Ellis
Environmental Planner
Environmental & Enhancement Group



2001 Award Recipient

Mr. David Folts
July 13, 2005
Page 2

c: Enrique Manzanilla, EPA
Lisa Hanf, EPA
Ken Davis, FHWA
Bill Vachon, FHWA
Steve Thomas, FHWA
Dan Lance, ADOT
Mike Bruder, ADOT
Shannon Wilhelmsen, ADOT
Amy Edwards, HDR
Project File

AS-5706



Janet Napolitano
Governor

Victor M. Mendez
Director

Arizona Department of Transportation

Communication and Community Partnerships

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

July 22, 2005

Shannon Wilhelmsen
Communications
Director

The Honorable Richard Narcia
Governor, Gila River Indian Community
PO Box 97
Sacaton, AZ 85247

Dear Governor Narcia:

Thank you for allowing myself, Bill Hayden, Dan Lance and Ken Davis from the Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) to recently speak with the Community Council regarding transportation issues affecting the Community. It was an honor to discuss these issues with the Council and on behalf of ADOT and FHWA, we truly appreciated the opportunity to hear the Council's perspective on the many impacts our activities have on the quality of life of the Community members and the Community as a whole.

Please accept this letter as our commitment to continue to listen to Community concerns and issues and to work with you, the Community Council and the Community's Department of Transportation to address and work towards resolution of these issues. In an attempt to better address the concerns and issues we heard from the Community Council, we have attached a synopsis of the different points and our responses regarding explanation, resolution and follow-up on each item.

Once again, thank you very much for allowing us to speak with the Community Council and to hear the Council's perspective on the many activities ADOT is working on throughout the Community. We look forward to continuing our dialogue with the Council and working together on the issues addressed within the attachments to this letter and any additional issues that arise.

Very truly yours,

Shannon L. Wilhelmsen, Director
Communication and Community Partnerships

CC: Lt. Governor Thomas, Gila River Indian Community
Gila River Indian Community Council Members
Gary Bohnnee, Gila River Indian Community Chief of Staff
Sandra Shade, Gila River Indian Community Department of Transportation
Cecilia Martinez, Bureau of Indian Affairs, Pima Agency
Victor Mendez, Arizona Department of Transportation
Bob Hollis, Federal Highway Administration



**Summary of Discussion Items
Gila River Indian Community Council July 5, 2005 Meeting
ADOT / FHWA Transportation Presentation**

ADOT Roadways Located Within the Gila River Indian Community

It is clear that an increase in communication, coordination and collaboration is necessary between ADOT and the Community regarding the many roadways that are within and traverse through the Community. To address these specific issues regarding possible signalization, turn lanes, facility access, litter pick-up and other maintenance issues, we will establish quarterly coordination sessions between ADOT (Director's Office, Phoenix District personnel, Tucson District personnel), the Community's Department of Transportation and FHWA to discuss the needs on each of these roadways and provide ongoing assessment of the conditions and necessary improvements. At this time, we are in the process of scheduling our first coordination meeting.

Specifically, to the issue of Community access to Loop 202 (Santan) at the McClintock interchange, please see the attached letter from Dan Lance addressing some of these issues.

In addition, ADOT will work with DPS (DPS stated they would send a letter to the Community, under separate cover expressing the Department's commitment to participate in this effort) to conduct ongoing coordination meetings with ADOT, DPS and the relevant departments within the Community to address the traffic routing and enforcement issues stated at the Community Council meeting. Also, ADOT will work with the Community's Department of Transportation and other relevant departments to redraft the ADOT Statewide Alternate Route Plan for the detour routes that involve roadways within the Community.

Regarding ADOT's current Pinal County Corridor Definition Study that is studying the necessity and impact of potential transportation corridors that impact the Community (i.e., "Hunt Highway"), we would like to make a presentation to the Natural Resources Standing Committee regarding the latest findings from the study. We will send a letter under separate cover to request this opportunity.

**ADOT / FHWA I-10 Widening (Loop 202 to Jct. I-8) Design Concept Report and
Environmental Assessment Study**

Frontage Roads

As discussed at the Community Council meeting, the issue of I-10 frontage roads deserves a lot of attention and coordination between ADOT and the Community. Please see the following synopsis of the I-10 Study Team's (ADOT / FHWA) perspective on this very important issue:

ADOT understands that the current Right of Way agreement permits the construction of Frontage Roads within the existing Right of Way of Interstate 10 as stated below:

"At such time as necessity for development of the adjacent land warrants such construction, the State Highway Department agrees to permit the construction of frontage roads within the right of way limits of Interstate Highway I-10 except where the State Highway Department establishes that such frontage road location interferes with the design, construction and maintenance of said Interstate #10 Highway. Said frontage roads shall be constructed to Arizona State highway Department standards for similar roads and upon their satisfactory completion the State shall accept the roads for permanent maintenance."

However, since this agreement was put in place in 1966 there have been many changes in the manner in which highways, and in particular high volume, high-speed highways and freeways, are designed and constructed. Most of these changes have been made to facilitate improved safety and more efficient traffic operation. The Frontage Road plan envisioned in the 1960's is no longer considered a safe or efficient roadway design, and both the Arizona Department of Transportation and the Federal Highway Administration would have serious reservations about approving or constructing such a plan.

To modify the original Frontage Road design to more accurately reflect current design standards, the I-10 Widening Study Team has worked for the past two years with the Technical Advisory Committee (TAC) to suggest an access plan for the Gila River Indian Community that may meet the Community's objectives. The suggested access plan includes Parallel Roadways in the north portion of the Community (north of Riggs Road) that are offset from Interstate 10 by approximately 500 feet. This design would enhance the safety of those using the parallel roadways, would greatly improve traffic operations, particularly around the interchanges and would expand the potential for economic development since landowners on both sides of the parallel roadways would have access.

The I-10 Widening Study Team requests permission to move forward with a Community Outreach Program that will present the Suggested Access Plan to Community Members, including the landowners along the freeway. The Community Council Resolution currently under consideration by the Community Council would offer the team direction from Council about the content of the plan before our team presents it to the Community at large.

Community Cultural Resources Management Program (CRMP)

ADOT clearly heard that the Community Council has concerns regarding the involvement of the Community's cultural resources staff in ADOT's highway studies (I-10 and South Mountain). In particular, the following concerns were expressed: 1) the possibility of a potential conflict of interest if Gila River Indian Community Cultural Resources Management staff participate as members of the study team; 2) the likelihood that such participation may lead to the inadvertent disclosure of sensitive Community information; and 3) the possibility that such participation may divert important CRMP resources from Community projects such as the completion of the Pima-Maricopa Irrigation Project (PMIP). Please see the following synopsis of the I-10 Study Team and the South Mountain Study Teams' perspectives regarding this issue:

To complete a highway study, ADOT must follow a process defined by Federal Law known as the National Environmental Policy Act (NEPA), and this law requires ADOT

to complete cultural resource surveys. In order for ADOT to complete these surveys, cultural resource experts would obtain permission from the community to perform field surveys of the lands potentially affected by the plans suggested during the study. However, CRMP staff has already completed over 80% of these needed surveys.

ADOT understands the sensitivity the Community has for preserving its cultural heritage, and would like to avoid a situation where outside experts would be needed to survey community lands. It is our belief that there is a benefit to the Community to have CRMP staff involved in the study, and to remain the guardian of this sacred Community information. CRMP would only disclose information that is pertinent to complying with Federal Regulations, and ADOT commits to not disclose specific relic information to the general public, and only release information necessary for completing the NEPA process.

The type of surveys needed to comply with the Federal Regulations is not invasive, meaning no recovery of artifacts is required, and so the number of staff members needed to complete the surveys is limited. This is in contrast to PMIP where data recovery is needed, requiring trenching and laborious recovery of artifacts.

Community Cultural Resource Preservation

ADOT understands the Community's concerns regarding the impact ADOT activities have had on the preservation of the Community's cultural resources and sacred sites. Please see the following commitment expressed regarding this issue from the I-10 Study Team:

ADOT understands there is a concern over the impact to cultural resource sites from the original construction of I-10, the widening of I-10, and the re-routing of traffic from I-10 during freeway closures. Therefore, one of the key reasons for including CRMP is this concern for protection of sacred resource sites.

In order to lessen and avoid impacts to important cultural sites, ADOT will rely on the recommendations of CRMP on how best to facilitate these activities throughout the implementation of a mutually agreed upon access plan.

I-10 Alternative Routes

ADOT understands there is disruption to the Community when unfortunate incidents occur on Interstate 10 that require closure of this main thoroughfare as it runs through the Community. In addition to addressing these issues through the coordination sessions between ADOT, DPS and the relevant departments throughout the Community, and the redrafting of the ADOT Statewide Alternate Route Plan as it relates to roadways within the Community, please see the following perspective on this issue from the I-10 Study Team:

The Suggested Access Plan proposed by the I-10 Widening Study Team includes potential roadways that could be used as a parallel detour route for I-10. ADOT may also propose innovative ideas to provide signing that could be activated during an incident to better guide drivers that are unfamiliar with the Community through the approved detour routes.

The I-10 Widening Study Team requests permission to move forward with a Community Outreach Program that will present the Suggested Access Plan to Community Members, including the potential detour routes. The Community Council Resolution, currently under consideration by the Community Council, would offer the team direction from Council about the content of the plan before our team presents it to the Community at large.

ADOT / FHWA South Mountain Freeway Environmental Impact Statement Study

ADOT and FHWA clearly heard many of the concerns expressed by the Community Council regarding the South Mountain Freeway Study and the potential impacts of the current study on the Community. ADOT recognizes the importance of continuing to work with the Community members, the Community Council and the Community's Department of Transportation to openly communicate and address these potential impacts throughout every step of the study process. Please see the following South Mountain Study Team's perspective on the various issues stated by the Community Council during our recent presentation:

Preservation of Land and Quality of Life

As part of the study process, ADOT is required by federal law to analyze the potential affects of both building a freeway and not building a freeway on two very important environmental resources – Air and Noise.

As a first directive, the study team looks to eliminate all impacts. However, it is not possible to eliminate all impacts, so the next step is to minimize the impacts. Ultimately, if there are impacts to these environmental resources as a result of the project, ADOT will work with the Community on acceptable mitigation solutions. Some approaches used on past projects include:

- Construct noise barriers and apply rubberized asphalt to minimize the affect of noise.
- Develop an economic opportunities study independent of the environmental study that looks at potential development opportunities.
- Lead the process of acquiring lands currently not part of the Community to exchange for Community lands used if a Community alternative is selected for build.
- Provide signage along the freeway identifying the adjacent lands as being the Gila River Indian Community.

Community Freeway Access

ADOT will work with the Community to incorporate the Community preferences regarding access to freeway interchange locations and which freeway access points best accommodate the Community's plans for the future. As a regional facility, the Community would be allowed access to the freeway at any of the proposed interchange locations. Specifically, access would be immediate in areas where the Community has existing roadways and in areas where Community roads do not currently exist, access

would be available whenever the Community develops the roadways that connect to the interchange locations.

In an effort to fully understand the Community's interchange preferences, ADOT will issue a letter to the Community detailing potential interchange locations along the alternatives currently under study. Additionally, we will provide details of potential options for the 51st Avenue interchange. We would like your input on all the potential interchange locations and any comments you may have specific to the 51st Avenue options.



Janet Napolitano
Governor
Victor M. Mendez
Director

Arizona Department of Transportation

Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

July 25, 2005

David P. Jankofsky
Deputy Director

The Honorable Richard Narcia
Governor, Gila River Indian Community
PO Box 97
Sacaton, AZ 85247

Dear Governor Narcia:

Thank you for allowing ADOT and FHWA representatives to discuss important transportation related issues with the Community Council on July 5, 2005. Please accept this letter as my response to important issues identified by the Council regarding the Santan Freeway.

There continues to be a misunderstanding of access to/from the Santan Freeway at McClintock Drive and Chandler Village Drive (Country Club Way). The attached Final Environmental Update, Santan Freeway (SR 202L), 56th Street to Price Freeway, dated April 1999, clearly illustrates that access to/from GRIC roadways at these locations was planned. Whenever the Community desires to connect roadways to the Santan Freeway at McClintock Drive and Chandler Village Drive, a no cost permit will be issued after ADOT and GRIC agree upon the engineering details of these roadway connections. ADOT would like to work with the Community to assure adequate control of access of approximately 300 feet is protected prior to the first driveway or side street connection to these crossroads. ADOT will purchase this control of access and participate in the construction costs within these limits when these connections are made.

Similarly, the Community would also have access to the South Mountain Freeway traffic interchanges intersecting local roads. If a freeway were constructed along Pecos Road, the Community would have access to the interchanges that were constructed. Or if a freeway were constructed on Community land then the Community would have access on both sides of the freeway. Either of these concepts assumes that a build alternative is selected. ADOT has the final say on freeway interchange locations that connect to locally owned roads. This is done in cooperation with affected local governments but it is ultimately an ADOT decision. ADOT is not in the leadership role for determining where roadways may cross over or under the freeway, but do not connect to the freeway. Those roadways across freeways need to be resolved between appropriate political jurisdictions, in cooperation with ADOT, to assure freeway operations and safety is maintained.

