

CITIZEN COMMENTS AND RESPONSES

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: Build the South Mountain Freeway Date: Wednesday, May 15, 2013 3:30:27 PM </p> <hr/> <p> From: Ryan A. Abbott [mailto:Raabbott@sundt.com] Sent: Wednesday, May 15, 2013 3:28 PM To: Projects Cc: info@buildthe202.com Subject: Build the South Mountain Freeway </p> <p> BUILD THE SOUTH MOUNTAIN FREEWAY!!!! We thread together the inland empire with the Gulf of Mexico. </p> <p> Ryan Abbott Sundt Construction, Inc. Cell: (602) 725-4995 Fax: (480) 629-0231 raabbott@sundt.com </p> <hr/> <p> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p>1</p>	<p>1 affecting this proposed freeway.</p> <p>2 Also, the second issue is that this is a unique</p> <p>3 freeway in that it connects the north part of I-10 to the</p> <p>4 south, which is a bypass or a wraparound that makes all</p> <p>5 interstate traffic and truckers going through the</p> <p>6 Ahwatukee area and having congestion at the end of the</p> <p>7 road, where there is already major congestion from the</p> <p>8 202 freeway, and there's miles and miles of stop-and-go</p> <p>9 traffic on the way to Maricopa, on the way to Sun City,</p> <p>10 and to the casino at that location.</p> <p>11 I have a much longer statement that I would like</p> <p>12 to put into the information that's being collected today.</p> <p>13 I greatly oppose this freeway.</p> <p>14 THE FACILITATOR: Thank you, Ms. Sampson.</p> <p>15 MS. SAMPSON: Thank you.</p> <p>16 THE FACILITATOR: Linda Abegg. Good afternoon.</p> <p>17 Did I pronounce your name right?</p> <p>18 MS. ABEGG: Yes, you did.</p> <p>19 THE FACILITATOR: Ms. Abegg, you have three</p> <p>20 minutes, there's a timer right down here. Begin, please.</p> <p>21 MS. ABEGG: I just wanted to say that I'm in</p> <p>22 support of building the 202 freeway. I live in Laveen, I</p> <p>23 have been there for about six or seven years, I think</p> <p>24 that this would benefit our community in bringing more of</p> <p>25 the amenities and things that our community is lacking</p> <p style="text-align: right;">Page 63</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>


Code	Issue	Response
<p>1</p>		<p>Comment noted.</p>

Code	Comment Document
	<p>1 and help us to -- I feel like Laveen is somewhat at a 2 crossroads and we can move forward to be a good community 3 for our families. Or if it stays kind of stagnant where 4 it is, that it's not going to be as good of a place for 5 people with families trying to improve their community, 6 so I support the freeway coming through. Thank you.</p> <p>7 THE FACILITATOR: Thank you. 8 David Gould.</p> <p>9 MR. GOULD: I hope this is not the walk of 10 shame.</p> <p>11 THE FACILITATOR: Not at all.</p> <p>12 MR. GOULD: It's a lovely facility you have 13 here. I'm from Maine and we don't have anything like 14 this up there. Bear with me until I get my question.</p> <p>15 THE FACILITATOR: Mr. Gould, before you begin, 16 this is not a Q-and-A session, it's a --</p> <p>17 MR. GOULD: I'm kind of hard of hearing, I 18 apologize.</p> <p>19 THE FACILITATOR: Yes. This is not a 20 question-and-answer session, it's merely to gather your 21 comments.</p> <p>22 MR. GOULD: All right.</p> <p>23 THE FACILITATOR: And you have three minutes and 24 the timer is right there. Begin, please.</p> <p>25 MR. GOULD: Okay. Well, there are a lot of</p>
	<p style="text-align: right;">Page 64</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="372 504 1336 665"> <tr> <td data-bbox="372 504 854 574">INCOMING CALL DATE: 7/24/13</td> <td data-bbox="854 504 1336 574">INCOMING CALL TIME: 1:37 PM</td> </tr> <tr> <td data-bbox="372 574 854 620">CALLER: KATHY ABRAHMS</td> <td data-bbox="854 574 1336 620">CALLER ADDRESS: 20426 NORTH 38TH DRIVE</td> </tr> <tr> <td data-bbox="372 620 854 665">PHONE:</td> <td data-bbox="854 620 1336 665">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: And I am in support of the freeway, thank you.</p>	INCOMING CALL DATE: 7/24/13	INCOMING CALL TIME: 1:37 PM	CALLER: KATHY ABRAHMS	CALLER ADDRESS: 20426 NORTH 38 TH DRIVE	PHONE:	EMAIL:
INCOMING CALL DATE: 7/24/13	INCOMING CALL TIME: 1:37 PM						
CALLER: KATHY ABRAHMS	CALLER ADDRESS: 20426 NORTH 38 TH DRIVE						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>From: Projects To: ADOT Subject: FW: South Mountain Freeway Date: Monday, June 24, 2013 9:05:50 AM</p> <hr/> <p>Thank you, Felicia Beltran Senior Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-319-7709 azdot.gov</p>  <hr/> <p>From: DADAIR3015@aol.com [mailto:DADAIR3015@aol.com] Sent: Saturday, June 22, 2013 8:24 AM To: Projects Subject: South Mountain Freeway</p> <p>The whiners protesting the freeway have forgotten that the original purpose of the interstate was modeled on the German Autobahn, and while a convenience to motorists its primary use was for military mobility.</p> <p>The people like, Greta Rogers, Jim Jochims, Steve Brittle, et.al; need to get a grip with reality. We need the extension to insure we have adequate means of egress in case of emergency evacuation and to mediate the problems with I-10, the Broadway Curve and to create a bypass for those not wanting to go 'downtown' but continue western routing.</p> <p>This issue is not about personal desires but what is best for the metropolitan area and best for Phoenix.</p> <p>Dennis E. Adair 5229 East Tamblo Drive Phoenix 85044 (Ahwatukee) dadair3015@aol.com 480 734 6368</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

Code	Issue	Response
1		Comment noted.

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1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 506 1342 667"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 5/15/13</td> <td data-bbox="857 506 1342 572">INCOMING CALL TIME: 3:55 PM</td> </tr> <tr> <td data-bbox="376 572 857 620">CALLER: JOHN ADAMCZYK</td> <td data-bbox="857 572 1342 620">CALLER ADDRESS: 2328 WEST OBISPO AVENUE, MESA, AZ 85202</td> </tr> <tr> <td data-bbox="376 620 857 667">PHONE:</td> <td data-bbox="857 620 1342 667">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I am in favor of the freeway going through South Mountain. Thank you.</p>	INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 3:55 PM	CALLER: JOHN ADAMCZYK	CALLER ADDRESS: 2328 WEST OBISPO AVENUE, MESA, AZ 85202	PHONE:	EMAIL:
INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 3:55 PM						
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PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

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	<p data-bbox="376 433 913 485">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 504 1345 667"> <tr> <td data-bbox="376 504 860 570">INCOMING CALL DATE: 5/20/13</td> <td data-bbox="860 504 1345 570">INCOMING CALL TIME: 2:34 PM</td> </tr> <tr> <td data-bbox="376 570 860 618">CALLER: FLORENCE ADOMOLEY</td> <td data-bbox="860 570 1345 618">CALLER ADDRESS:</td> </tr> <tr> <td data-bbox="376 618 860 667">PHONE:</td> <td data-bbox="860 618 1345 667">EMAIL:</td> </tr> </table> <p data-bbox="376 671 724 699">CALLER REMARKS/QUESTIONS:</p> <p data-bbox="376 699 1324 753">Please go with the new freeway that's gonna connect our way to Tucson. We need it. Thank you very much.</p>	INCOMING CALL DATE: 5/20/13	INCOMING CALL TIME: 2:34 PM	CALLER: FLORENCE ADOMOLEY	CALLER ADDRESS:	PHONE:	EMAIL:
INCOMING CALL DATE: 5/20/13	INCOMING CALL TIME: 2:34 PM						
CALLER: FLORENCE ADOMOLEY	CALLER ADDRESS:						
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1		Comment noted.

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	<p data-bbox="376 433 913 485">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 504 1345 667"> <tr> <td data-bbox="376 504 857 570">INCOMING CALL DATE: 05/9/13</td> <td data-bbox="857 504 1345 570">INCOMING CALL TIME: 3:13 PM</td> </tr> <tr> <td data-bbox="376 570 857 620">CALLER: MARY AGEE</td> <td data-bbox="857 570 1345 620">CALLER ADDRESS: 1719 S. PARKSITE DRIVE, TEMPE, AZ 85281</td> </tr> <tr> <td data-bbox="376 620 857 667">PHONE:</td> <td data-bbox="857 620 1345 667">EMAIL:</td> </tr> </table> <p data-bbox="376 671 717 697">CALLER REMARKS/QUESTIONS:</p> <p data-bbox="376 701 1339 753">I support the planning and construction of the South Mountain Freeway. It's important to reduce traffic congestion and the accidents that happen during the morning and evening rush hours.</p>	INCOMING CALL DATE: 05/9/13	INCOMING CALL TIME: 3:13 PM	CALLER: MARY AGEE	CALLER ADDRESS: 1719 S. PARKSITE DRIVE, TEMPE, AZ 85281	PHONE:	EMAIL:
INCOMING CALL DATE: 05/9/13	INCOMING CALL TIME: 3:13 PM						
CALLER: MARY AGEE	CALLER ADDRESS: 1719 S. PARKSITE DRIVE, TEMPE, AZ 85281						
PHONE:	EMAIL:						

1


Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>Swati Aggarwal</p> <p style="text-align: right;">Document Created: 7/21/2013 9:13:39 AM by Web Comment Form</p> <p>Very good study. I hope the freeway gets built very soon.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p>1 2 3</p>	<p style="text-align: right;">Document Created: 7/23/2013 9:08:01 PM by Web Comment Form</p> <p>I am writing to state my opposition for the proposed expansion of Loop 202/ South Mountain Freeway. I want to advocate " no built" as only the option that preserves the environment, health of Laveen & Ahwatukee resident & respects O'dham traditions.</p> <p>Sencereely, Rebecca Aguayo</p>

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

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: Comment on Proposed Loop 202 (South Mountain Freeway) Date: Wednesday, July 24, 2013 10:55:31 AM</p> <hr/> <p>Thank you,</p> <p>Salina Tovar Community Relations Officer 1655 W. Jackson St. MD 126F, Room 170 Phoenix, AZ 85007 602.712.4629 azdot.gov</p>  <p>From: Mary Ellen Ahearn [mailto:quaildove@gmail.com] Sent: Wednesday, July 24, 2013 10:53 AM To: Projects Subject: Comment on Proposed Loop 202 (South Mountain Freeway)</p> <p>1 South Mountain Park would be irreparably harmed by having a major freeway crossing (or even close to) its western boundary. NO BUILD is the best option for the proposed Loop 202 Freeway extension.</p> <p>2 As a resident of Ahwatukee, I urge that this project not go forward. A massive freeway just south of Ahwatukee will have negative consequences for our community and for South Mountain Park.</p> <p>3 Vehicle exhaust – including noxious diesel fumes – from a massive freeway would foul the air in our neighborhood and in the park. Any expectation that the project would reduce regional air pollution simply reflects spreading that pollution into Ahwatukee. We don’t want it. This would reduce the attractiveness of Ahwatukee as a place to live. If Ahwatukee becomes as hazy as the rest of Phoenix, property values here will suffer.</p> <p>4</p> <p>5 Additional traffic on a major freeway to our south and west would inevitably increase traffic in our neighborhoods – quite simply, there would be more cars in the area if a freeway is wrapped around us. Traffic here is bad enough as it is. Cut-through drivers would be speeding down our streets (endangering</p>

(Comment codes continue on next page)

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

Code	Comment Document
	<p>children, pedestrians and cyclists) when they realize that speed limits are not enforced in our residential neighborhoods.</p> <p>The proposed project has many negatives for Ahwatukee and South Mountain, and precious few positives. The main positive results of this project would accrue to developers who would profit by increasing suburban sprawl, and to the firms that build the road. These profits would come at the expense of reduced quality of life in Ahwatukee.</p> <p>Ahwatukee does not need or want increased air pollution and traffic. Yes, these will increase with time anyway, but they would increase to a greater degree (and sooner) with the 202 extension in our backyard.</p> <p>South Mountain Park is a valuable asset to Phoenix and should not be degraded by placing a major freeway at its western boundary. NO BUILD is the only acceptable option for Ahwatukee and South Mountain Park.</p> <p>Mary Ellen Ahearn, MS Ahwatukee, Phoenix, AZ</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

Code	Issue	Response

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

INCOMING CALL DATE: 6/15/13	INCOMING CALL TIME: 10:45 AM
CALLER: AHMED	CALLER ADDRESS:
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

I support South Mountain 202. Thank you.

1

Code	Issue	Response
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1		Comment noted.
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Code	Comment Document
1	<p>Ray Albano</p> <p style="text-align: right;">Document Created: 6/4/2013 7:28:17 PM by Web Comment Form</p> <p>Please build the South Mountain Loop 202 connection. It will not only relieve the traffic on the I-10 but will benefit all the areas the freeway will pass thru. PLEASE PLEASE PLEASE!Ry</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p style="text-align: right;">Document Created: 6/4/2013 7:55:35 PM by Web Comment Form</p> <p>G Albano Please build this freeway for environmental issues.</p> <p>It is detrimental that a freeway be built as such in an ever developing city where growth is necessary. It will relieve traffic and cut travel time, especially for the people in Laveen and surrounding areas that do not have the luxury of a close freeway.</p>

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1		Comment noted.

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1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 5/20/13</td> <td data-bbox="857 506 1342 572">INCOMING CALL TIME: 3:12 PM</td> </tr> <tr> <td data-bbox="376 572 857 620">CALLER: JAMES ALBERTS</td> <td data-bbox="857 572 1342 620">CALLER ADDRESS: 13015 N. JOAN DE ARC, PHOENIX, ARIZONA</td> </tr> <tr> <td data-bbox="376 620 857 669">PHONE:</td> <td data-bbox="857 620 1342 669">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I totally support the freeway. Thank you.</p>	INCOMING CALL DATE: 5/20/13	INCOMING CALL TIME: 3:12 PM	CALLER: JAMES ALBERTS	CALLER ADDRESS: 13015 N. JOAN DE ARC, PHOENIX, ARIZONA	PHONE:	EMAIL:
INCOMING CALL DATE: 5/20/13	INCOMING CALL TIME: 3:12 PM						
CALLER: JAMES ALBERTS	CALLER ADDRESS: 13015 N. JOAN DE ARC, PHOENIX, ARIZONA						
PHONE:	EMAIL:						

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INCOMING CALL DATE: 05/10/13	INCOMING CALL TIME: 10:09 AM						
CALLER: JAMES ALBERTSON	CALLER ADDRESS: 1580 W. OAKLAND STREET, CHANDLER, AZ 85224						
PHONE:	EMAIL:						

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p data-bbox="388 338 522 364">Alcumbrac</p> <p data-bbox="814 338 1336 364">Document Created: 5/21/2013 5:10:09 PM by Web Comment Form</p> <p data-bbox="388 405 1311 637">This Project is the completion of a great plan put in motion over two decades ago. It is imperative that the last leg of the program be completed. Without this leg of the 202 completed the congestion and ultimately the loss of commerce for the Valley is guaranteed. My only comment on the preferred alignment is that with the 59th alignment the all vehicles that are using I-10 to 202S leg to bypass the core of the valley will still have have to travel deep into the city to gain access. The 101 alignments seems to be a better chose and will also gain easier access to the 101 corridor.</p>

Code	Issue	Response
1	<p data-bbox="1721 294 1939 415">Alternatives, W59 Alternative Versus W101 Alternative</p>	<p data-bbox="1970 294 2893 415">The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>

Code	Comment Document
1	<p>Mary Aldham Document Created: 5/21/2013 8:39:04 PM by Web Comment Form</p> <p>Hi there. I am a resident of Laveen. My husband and I chose Laveen because it was a great community. Having lived here for a year, it is evident that a freeway is much needed. You have professionals that have moved to Laveen either for the highly ranked schools for their kids, or for that small town sense of community on the outskirts of a big city... whatever the reason, without the 202, we all feel a sense of disconnect. Disconnect from shops, specialty grocery stores, malls, but most importantly, life-saving establishments such as hospitals, clinics, etc. The 202 is gravely needed. The 202 will ensure that we will not have to drive 30 minutes to go to the hospital. We won't have to drive a wasted 45 minutes to get to Chandler or Awhatukee. Most importantly, we won't have to waste time driving in grid-locked surface streets, such as Baseline to get to work.</p> <p>Please build the 202!!</p>

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1		Comment noted.

Code	Comment Document
<p style="text-align: center;">1</p>	<div style="border: 1px solid black; padding: 10px; margin: 10px;"> <p>1 of three announcements. The last shuttle will be 2 leaving at 7:30 for all routes, that's the orange, 3 green, and blue routes or 1, 2, and 3. Again, the 4 last shuttle will leave at 7:30. Thank you.</p> <p>5 Mary Aldham.</p> <p>6 MS. ALDHAM: Hi, I just want to tell you I 7 live in Laveen; I am pro 202. We -- my husband and I 8 moved to Laveen a year ago, and just because we love 9 the community, we thought it was a great -- there was 10 a great sense of community. We've been living there 11 a year. The community is still very tight, but 12 everybody in the community feels a sense of 13 disconnect. They feel that -- I feel that we're 14 disconnected from a lot of things, shops, 15 restaurants, hospitals, like, and I go to work and, 16 you know, I have to take surface roads. We have to 17 take surface roads wherever we go, and it's 18 grid-locked, stop, start, stop, start. Lots of 19 traffic. And the lady that spoke just before me, she 20 wanted you to consider the area that she lives in, 21 the traffic. Well, we deal with the traffic every 22 day. That's why we need the 202. We don't want to 23 feel a sense of disconnect. I don't want to know 24 that if I get sick or something like that, it's going 25 to take 25 minutes to get to a hospital.</p> </div> <p style="text-align: right; margin-top: 10px;">Page 103</p> <p style="text-align: center; margin-top: 10px;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
1		Comment noted.

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	<p>1 So I -- I'm here in support of the 202. 2 Just one of your statistics, people are talking about 3 sacred land and so forth and South Mountain 4 preservation land, taking your statistics, it's only 5 going take .2 percent, which is 31 acres of the 6 16,600 acres of South Mountain Park. 7 So that's completely minimal. And, anyway, 8 thank you for my -- for considering. Thank you. 9 THE FACILITATOR: Thank you. 10 If anybody out there would like to speak, 11 please go out front and register at the front desk 12 and then come on back in. 13 Before we call the next person up, the last 14 shuttle will be leaving for all destinations at 7:30, 15 that's orange, green, and blue or 1, 2, and 3. 16 Claudia "Leeschen," Leischen. 17 MS. LEISCHEN: Leischen. 18 THE FACILITATOR: Leischen. Would you mind 19 using this other microphone, please. 20 MS. LEISCHEN: I wrote my statement. I 21 live in Central Phoenix, just near Baseline and 22 Central. As you know, Baseline is the main corridor 23 for people who live in Laveen and work or shop in the 24 East Valley. I suspect that an interchange on the 25 proposed freeway at Baseline will now funnel even</p>
	<p style="text-align: right;">Page 104</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: 202 South Mt. Loop Date: Wednesday, May 22, 2013 10:52:41 AM </p> <hr/> <p>-----Original Message----- From: Kathy Aleman [mailto:kathya@swproperties.com] Sent: Tuesday, May 21, 2013 9:03 AM To: Projects Subject: 202 South Mt. Loop</p> <p>ADOT,</p> <p>Please continue to push forward with getting this important piece of the Phoenix freeway system designed & built. It is crucial to open up our down town to only the necessary traffic & get give the rest of us an option from funneling thru the neck at the Broadway curve. It's a crazy waste of time & energy for all.</p> <p>The 60 & the rest of 202 is so wonderful now let's get an answer for that part of town & those passing thru Phoenix an option.</p> <p>Thank you.</p> <p>Kathy Aleman Gilbert, Arizona</p> <hr/> <p>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</p>

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1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 570">INCOMING CALL DATE: 5/15/13</td> <td data-bbox="857 506 1342 570">INCOMING CALL TIME: 6:23 PM</td> </tr> <tr> <td data-bbox="376 570 857 620">CALLER: ALI ALI</td> <td data-bbox="857 570 1342 620">ADDRESS: 1885 E. RIDGE DRIVE, TEMPE, AZ</td> </tr> <tr> <td data-bbox="376 620 857 667">PHONE:</td> <td data-bbox="857 620 1342 667">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support the Loop completely, the Loop 202 South Mountain Freeway. Thank you.</p>	INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 6:23 PM	CALLER: ALI ALI	ADDRESS: 1885 E. RIDGE DRIVE, TEMPE, AZ	PHONE:	EMAIL:
INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 6:23 PM						
CALLER: ALI ALI	ADDRESS: 1885 E. RIDGE DRIVE, TEMPE, AZ						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>From: Projects To: ADOT Subject: FW: Loop 202 was a promise Date: Friday, May 24, 2013 8:42:00 AM</p> <hr/> <p>-----Original Message----- From: Bill & Sue Alkema [mailto:all4alkema@cox.net] Sent: Thursday, May 23, 2013 9:32 PM To: Projects Subject: Loop 202 was a promise</p> <p>My husband and I attended the public hearing on the EIS draft last Tuesday in support of the continuation of the 202 but had a couple of questions. The video and the displays were very informative and the representatives were very helpful in answering those questions. We left feeling more confident that this freeway will finally be completed.</p> <p>When we purchased our house in Ahwatukee in 2000, we were informed of and promised that the Loop 202 would eventually be completed. That was a deciding factor in the location of the home we chose. Following, in our opinion, are areas where this continuation of the 202 would be an asset.</p> <p>FOR THE VALLEY - It will reduce the traffic throughout the city on the I-10 by drivers heading to the southeast of the Valley or out of the Valley towards Tucson and vice versa. It will also be another option when there are freeway closures or accidents on the I-10... which are often.</p> <p>FOR AHWATUKEE - It will relieve the traffic for residents that have to commute during rush hour into the City, because those residing in the Desert Foothills would probably choose to exit Ahwatukee on the west end. Today at rush hour we sit in a parking lot on the I-10 from Chandler Boulevard to the Broadway curve. Also, our businesses might see more activity since the West Valley would now have easier access to our area's services and restaurants. But probably the biggest asset would be that many residents of Ahwatukee would save around 15 minutes or more driving time to the West Valley. And with high gas prices, saving 15 minutes is huge.</p> <p>Susan and Bill Alkema 480-704-1441</p> <hr/> <p>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</p>


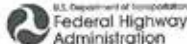
Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: Build the South Mountain Freeway Date: Tuesday, May 14, 2013 9:38:42 AM </p> <hr/> <p>-----Original Message----- From: Robert Allen [mailto:onerjallen@aol.com] Sent: Saturday, May 11, 2013 4:25 PM To: Projects Cc: info@buildthe202.com Subject: Build the South Mountain Freeway</p> <p>I completely support SMF. It should have happened years ago!</p> <p>Sent from my iPad Robert Allen</p> <hr/> <p>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p data-bbox="428 445 811 526"> From: Denise Allen To: Projects Subject: Freeway Date: Tuesday, June 11, 2013 5:40:25 PM </p> <hr/> <div data-bbox="198 560 317 673"> </div> <p data-bbox="428 580 1292 651"> As a parent in the Ahwatukee Foothills I am disheartened by the ruin of our community by adding a truck bypass, which is all this is, down Pecos. The pollution, noise and crime this will bring to our community is sad. My home will be affected by the all of the above. There has got to be a better route. </p> <p data-bbox="428 667 531 691">Denise Allen</p> <p data-bbox="428 711 602 756">Sent from my iPhone Denise</p>

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

Code	Comment Document
1	<div style="text-align: center;"> <p>LOOP 202 <i>South Mountain</i> Freeway Study</p> <p>2013</p> <p>Draft Environmental Impact Statement COMMENT FORM</p> </div> <p>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</p> <p>ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.</p> <p>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p>It is helpful to ADOT to receive comments on:</p> <ul style="list-style-type: none"> • A particular alternative, environmental impact assessment, and/or draft mitigation. • Any information you feel is incomplete or incorrect. • How the proposed action would affect you. </div> <p>Comments must be received or postmarked by July 24, 2013. <u>STOP negotiations with</u> <u>The GWA RIVER INDIAN TRIBE</u> <u>IF "NOT A YES" ON THE FREEWAY BY NOW</u> <u>ON THEIR LAND, HERE'S THE ANSWER;</u> <u>THEY DON'T WANT IT. SO DON'T</u> <u>WASTE WASTE ANY MORE TIME, AND JUST</u> <u>FINALLY BUILD THE FREEWAY.</u> <u>OR RATHER START BUILDING</u> <u>THE FREEWAY</u></p> <p>Optional Name <u>Walter Allen</u> Email <u>ljallen32@gmail.com</u> Address _____ City _____ State _____ Zip _____ Phone _____ Fax _____</p> <p>Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007</p> <p><small>ADOT TRACS No.: 202L MA 054 HS764 01L • Federal-aid Project No.: NH-202-D(ADT) 15-100</small></p> <div style="display: flex; justify-content: space-between; align-items: center;">   <p>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</p> </div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p style="text-align: center;">1</p>	<p style="text-align: center;">1 Luther Allen.</p> <p style="text-align: center;">2 MR. ALLEN: Hi, I'm Luther Allen. I'm a</p> <p style="text-align: center;">3 recent graduate at the University of Arizona, and I</p> <p style="text-align: center;">4 got my degree in urban development, which involves a</p> <p style="text-align: center;">5 lot of what you guys do. I've been following this</p> <p style="text-align: center;">6 project for years, and it is feasible that something</p> <p style="text-align: center;">7 like this gets built, because being that, you know,</p> <p style="text-align: center;">8 Phoenix has basically hardly any bypass routes and</p> <p style="text-align: center;">9 Interstate 10 is basically getting congested on -- it</p> <p style="text-align: center;">10 seems like on a monthly basis, and there needs to be</p> <p style="text-align: center;">11 a reliever, you know, some airspace, other routes for</p> <p style="text-align: center;">12 traffic to go. And this would be great.</p> <p style="text-align: center;">13 Now, this ain't something that's cropped</p> <p style="text-align: center;">14 up overnight. I know the residents of Ahwatukee may</p> <p style="text-align: center;">15 say otherwise about this, but this has been for</p> <p style="text-align: center;">16 planned in years. As a matter of fact, I have a map</p> <p style="text-align: center;">17 here that shows that this project is -- well, this is</p> <p style="text-align: center;">18 1986, this was called the Southwest Loop, and now</p> <p style="text-align: center;">19 it's called the South Mountain Freeway. This was</p> <p style="text-align: center;">20 planned for years, long before Ahwatukee became what</p> <p style="text-align: center;">21 it is today.</p> <p style="text-align: center;">22 So, now, I think the developers, you</p> <p style="text-align: center;">23 know, it's unfortunate that they didn't give the</p> <p style="text-align: center;">24 residents of Ahwatukee proper notice, or whatever</p> <p style="text-align: center;">25 information that the proposed freeways was going to</p> <p style="text-align: right;">Page 51</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
<p style="text-align: center;">1</p>		<p style="text-align: center;">Comment noted.</p>

Code	Comment Document
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1 be in the making, you know, a few miles to the south
 2 of where they live, but the fact of the matter is,
 3 you know, this highway project is needed.

4 Now, I understand that, you know, you
 5 guys are negotiating with the Indian tribe called the
 6 Gila River to the south, since then the Proposition
 7 400 taxes passed, If they haven't said yes by now,
 8 you know -- I understand you guys have been back and
 9 forth in negotiations with them -- if they haven't
 10 said yes by now, you know, I think they don't want
 11 it. So it's time to, you know, quit wasting time,
 12 move on, build this thing, because the longer you
 13 wait to build it, the more construction costs are
 14 going to skyrocket, and that's what we don't need
 15 right now today. And, what, another form of tax
 16 revenue will need to be passed to allow for more
 17 funding, so I say, get busy, build this thing,
 18 because it's desperately needed.

19 Now, the Proposition 400, you know,
 20 included, you know, this freeway project was included
 21 in those plans. And this is what the voters wanted,
 22 so I think it's time to, you know, give them what
 23 they wanted, and just, you know, stop negotiating,
 24 and build this thing. And that's all I got. Thank
 25 you.

Page 52

Code	Issue	Response
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Code	Comment Document
	<p>1 This environmental impact draft study doesn't seem 2 to think that it will worsen the air quality on the sensor 3 that's on 43rd Avenue, which will be two to three miles away 4 from this construction. So it really needs to be understood 5 that it could -- could risk Arizona losing its federal funds. 6 And then the City and our citizens will have to pay the bill. 7 This could turn into one of the more expensive highways. And I 8 think a separate study of that impact is very, very important 9 before we go to the final phase of the environmental study. 10 So thank you very much for your time. I appreciate 11 the opportunity to comment. 12 MR. SMITH: They've already spent a lot of money 13 studying this thing, right? And they might as well finish the 14 project or a lot of people's work has been wasted already. 15 And as far as alignments go, I think, even though 16 the one that's more expensive, that would link up to the 101, 17 is probably a better option in the long run, even though it 18 looks like it might be more expensive now. I don't think I 19 have anything else to say. 20 MR. STROOP: Well, I just wanted to say that I am a 21 Laveen resident and that I am for the proposal to build the 22 freeway in any of the capacities that I saw today. I don't 23 really have a preference on an alternative, but I would prefer 24 it to get built as soon as possible. 25 MR. ALLEN: I don't know what ADOT's plans for</p>
	<p style="text-align: right;">Page 10</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

(Comment codes begin on next page)

Code	Issue	Response

(Responses begin on next page)

Code	Comment Document
<p>1</p>	<p>1 the -- for the 101 -- or I mean the 202 merging into the I-10, 2 as far as lane -- you know, lanes merging, you know, lanes from 3 the 202 merging into the 10. 4 But what I think is that lanes from the 202 should 5 stay -- you know, should stay as extra lanes. Instead of 6 merging in, just stay as extra lanes on Interstate 10 until 7 they get to the 101, which is, like, another four miles 8 westward, because some of that traffic coming from 9 northbound 202 is going to want to connect with 101 going south 10 instead of going to an Arizona Cardinals game. 11 So they're not going to have -- They're probably 12 not going to have -- They're not going to have a purpose to 13 merge onto the Interstate 10 and then merge back onto the -- 14 you know, merge back to the right to get onto the 101. So they 15 should just keep those lanes off of 202 as additional lanes, 16 all the way out to the 101, and then maybe points further west. 17 And then, after the 101, then that's when they should merge 18 into the -- into what's existing on the Interstate 10, you 19 know. 20 Because, the way I understand it now, it's going to 21 merge some point, you know, a couple miles after -- a mile or 22 so after the 202/Interstate 10 junction. And that's just going 23 to create a traffic nightmare like the Broadway Curve. So but, 24 if they keep the lanes -- keep them as additional lanes, all 25 the way out to the 101, then I think that would be -- that</p> <p style="text-align: right;">Page 11</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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

Code	Comment Document
	<p>1 would be feasible. And that's what I've got.</p> <p>2 MR. HAMILTON: I just did a comment via the</p> <p>3 computer, but I thought of something else.</p> <p>4 COURT REPORTER: Okay. What is it?</p> <p>5 MR. HAMILTON: You mean, specifically, my comment?</p> <p>6 COURT REPORTER: Yes.</p> <p>7 MR. HAMILTON: I would like ADOT to keep the</p> <p>8 preferred route, the purple route, in the west end. That's the</p> <p>9 only -- That's the only thing I forgot to add to my original</p> <p>10 comment.</p> <p>11 MR. BRENNAN: Okay. So I already spoke inside,</p> <p>12 regarding some of the impacts specifically with traffic.</p> <p>13 Oh, you have to do every stutter and "Oh," don't</p> <p>14 you? I'm sorry.</p> <p>15 Traffic, particularly with existing traffic</p> <p>16 conditions with the trucks, the warehousing and shipping</p> <p>17 business located to the north of Laveen, currently using</p> <p>18 51st Avenue going south, as well as spilling over frequently</p> <p>19 onto our surface streets like Baseline Road, as well as</p> <p>20 whenever traffic incidents slow traffic on the I-10, which</p> <p>21 pushes traffic onto our surface streets, and I think that that</p> <p>22 creates a negative impact on both the Laveen community as well</p> <p>23 as the rest of the South Mountain/South Phoenix area, which is</p> <p>24 where I presently live, and have previously lived in Laveen and</p> <p>25 remain fairly active in that part of the South Phoenix</p>
	<p style="text-align: right;">Page 12</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
	<p>1 (Comments made by public members to the court 2 reporter as follows:)</p> <p>3</p> <p>4 MR. HARTLEY: My name is Chad Hartley, 5 Gilbert, Arizona. I travel the Santan on 202 daily 6 towards 32nd Street and I-10.</p> <p>7 I believe the Broadway Curve to be dangerous 8 due to high congestion that it sees in the morning and 9 the afternoon.</p> <p>10 To alleviate that with the new 202 would 11 be -- I support the construction to alleviate the 12 congestion and the -- I believe it would help alleviate 13 the -- I don't know how to say -- the dangerous 14 Broadway Curve.</p> <p>15 Thank you so much for your time.</p> <p>16 LAWRENCE ALLEN: Lawrence Allen. Basically 17 this South Mountain Freeway has been in place since 18 early 1980s. You know, this map dates back to, what, 19 1986. So we might as well go back to 1980. So these 20 are plans. So they had to, you know, think about this 21 for a few years to actually put it on paper.</p> <p>22 So this ain't something that cropped up 23 yesterday, as the Ahwatukee residents are probably 24 thinking. Now, it's unfortunate that the developers 25 who built Ahwatukee where those residents live that</p> <p style="text-align: right;">Page 2</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

1



Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>1 they weren't given the proper information from the 2 developers, because I think the developers are more 3 concerned about their pocketbook; or, you know, there 4 may be rules where they had to disclose it. But I 5 pretty much think the developers had a way of going 6 around it without eking out the fine details.</p> <p>7 So I think that, you know, the developers 8 they didn't want to leak that information to the 9 residents and say, "Oh, nothing is going to happen 10 here, so let's just move right in." Lo and behold, you 11 know, Phoenix grew to be the 5th largest city in the 12 nation. You know, we were past Philadelphia a couple 13 of years ago in terms of population alone.</p> <p>14 So, yes, we need some bypass routes, because 15 Interstate 10 is getting congested on a monthly basis. 16 And there needs to be some more space on the freeway.</p> <p>17 And if I am going from Southeast Valley to, 18 let's say, going to Arizona Cardinals game, I don't 19 want to drive through Central Phoenix if I don't have 20 to. I don't want to drive through downtown if I don't 21 have to. I want to bypass that route and avoid that 22 whole area altogether, if I had to chose. But being 23 Phoenix is so big as it is, we need that so desperate.</p> <p>24 Now, the Indian tribe that ADOT has been 25 negotiating with for, you know, what, five or six</p>
	<p style="text-align: right;">Page 3</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
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1 years, they have been back and forth: Well, maybe we
 2 should; maybe we shouldn't; maybe we will look at this.
 3 If they haven't said a definitely yes by now, they
 4 don't want it.

5 So ADOT needs to quit stalling with them and
 6 build this thing and stop wasting time. The longer
 7 they wait, the more construction is going to be. And
 8 then, what? We need another proposition sales tax to
 9 provide more funding?

10 So hopefully ADOT kind of comes to a
 11 conclusion that, you know, let's build this thing
 12 yesterday and, you know, get this thing built before,
 13 you know, something else comes through the cracks.

14 And that's pretty much all I've got.

15 Well, there's another concern that a few
 16 ridges of South Mountain Park will be taken out.
 17 Please. What portion of the park do 100 percent of the
 18 population visit? They visit the part that you come
 19 in, come in southbound on Central Avenue, on the other
 20 side of Ahwatukee. They don't go to that little
 21 ittsy-bitsty, teeny-weeny little southwestern portion of
 22 the park. There's not even a road over there. They go
 23 to the other side.

24 So for them to say that cutting out a few
 25 small ridges of the park would be devastating, that's

Code	Issue	Response
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Code	Comment Document
	<p>1 just completely bogus, because nobody visits that 2 portion of the park anyway. It's very insignificant. 3 You know, if they want -- otherwise, how did 4 Squaw Peak -- or actually Piestewa Freeway -- how did 5 that get through. When you go through there, you see 6 big ridges on either side of the freeway. So they -- 7 you know, look, how about that? Either that, why don't 8 we just take out that road and replace it to what it 9 was before? 10 But to say a few ridges of the least-used 11 portion of the park would be devastating, it just -- 12 it's just, what do you say, really stupid, I would say. 13 And that's what I wanted to add; it's just 14 insignificant.</p> <p>15 MICHAEL MOSS: I live in the path of the 16 freeway, in Laveen. And I have lived there most of my 17 life. And the traffic over the last ten years has just 18 doubled on the surface streets: on 16th, on Baseline 19 Road, 51st Avenue, 67th Avenue, 91st Avenue. 20 So many people when the freeway I-10 plugs 21 up, they go to the surface streets. And there's 22 accidents and there's just major traffic. They go to 23 the surface streets. They ditch off of I-10. If 24 they're going to the east, they ditch off at 91st or 25 67th Avenue, which takes them to Baseline Road. And</p>
	<p style="text-align: right;">Page 5</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response


Code	Comment Document
	<p data-bbox="428 445 832 526"> From: Projects To: ADOT Subject: FW: Build the South Mountain Freeway Date: Tuesday, May 14, 2013 9:38:48 AM </p> <hr/> <p data-bbox="428 633 864 762"> -----Original Message----- From: Michael Allison [mailto:jalli87583@icloud.com] Sent: Saturday, May 11, 2013 10:16 AM To: Projects Cc: info@buildthe202.com Subject: Build the South Mountain Freeway </p> <p data-bbox="428 782 1299 911"> We have to constantly keep our interstates and streets able to handle the influx of people and new communities. I just spent 4 months in Indianapolis and their traffic and roads were not well planned for and it was very frustrating to sit in traffic everyday because the city planners thought that a new football stadium and a new airport were more important. I love Arizona and would hate to see it look anything like Indianapolis. You have done a wonderful job with the interstate systems we have today but now is not the time to drop the ball. Build the 202! </p> <hr/> <p data-bbox="428 975 1299 1064"> Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments. </p>

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: 202 freeway Date: Monday, May 20, 2013 8:23:46 AM </p> <hr/> <p>-----Original Message----- From: Michael Allison [mailto:jalli87583@icloud.com] Sent: Sunday, May 19, 2013 2:12 PM To: Projects Subject: 202 freeway</p> <p>At this point I am proud of the interstate system here in the Phoenix area but it will not stay that way if we don't keep up with the growth. I just spent 3 months in Indiana caring for my aging parents and I guarantee you that if you drive you do not want our city to become like Indianapolis. The gridlock there is horrible and it is a pain to even go grocery shopping. The state government in Indiana would rather spend their money on frivolous stadiums and airports that are not needed. The roads were not planned well there to start with and some are still the same as they were when I was a young man in the 50's and 60's. Let's keep the Phoenix area a place that we can all be proud of. Life is stressful enough without having to sit in traffic for 2 hours every day. Thank you for your time, Michael Allison</p> <hr/> <p>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>From: Patricia Talcott To: ADOT Cc: Patricia Talcott Subject: ENVOY #1314826854 Date: Tuesday, May 28, 2013 9:02:31 AM Attachments: image001.png</p> <hr/> <p>The following was received on the ADOT ENVOY System:</p> <p>Proposed Freeway 5/28/2013 7:22:33 AM I recently lost my husband and can no longer afford my home at the above address. I have it listed without any interest whatsoever. It would help me to know that if the freeway goes down Pecos, will this address be one to be eliminated. Thank you for your time. Joycxe Allred Allred, Joycxe - jallred@cox.net</p> <p>Thank you.</p> <p>Patricia A. Talcott Program Project Specialist II 206 S. 17th Avenue, Room 101, MD118A Phoenix, AZ 85007 602.712.7610 www.azdot.gov</p>  <p><small>NOTICE: This e-mail (and any attachments) may contain PRIVILEGED OR CONFIDENTIAL information and is intended only for the use of the specific individual(s) to whom it is addressed. It may contain information that is privileged and confidential under state and federal law. This information may be used or disclosed only in accordance with law, and you may be subject to penalties under law for improper use or further disclosure of the information in this e-mail and its attachments. If you have received this e-mail in error, please immediately notify the person named above by reply e-mail, and then delete the original e-mail. Thank you.</small></p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

Code	Issue	Response
1	Acquisitions and Relocations	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p> <p>Aerial maps showing the proposed freeway (W59 and E1 <i>Alternatives</i>) are accessible through the project Web site, <azdot.gov/southmountainfreeway>.</p>

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

INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 6:38 PM
CALLER: CHARLES ALTENBERN	ADDRESS: GILBERT, AZ
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

I am 100% in favor of the South Mountain Freeway expansion across Pecos. Thank you.

1

Code	Issue	Response
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1		Comment noted.
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Code	Comment Document
1	<p>From: Projects To: ADOT Subject: FW: South Mountain Freeway Date: Thursday, June 13, 2013 1:25:28 PM</p> <hr/> <p>From: Richard and Jacque Alvarado [mailto:randjalvarado@yahoo.com] Sent: Thursday, June 13, 2013 1:02 PM To: Projects Subject: South Mountain Freeway</p> <p>Hi there,</p> <p>We are absolutely in support of building the final phase of the Loop 202! As Laveen residents for just over a year now, we are excited to see how things are developing here. We fell in love with the "small-town" feel of the Laveen community, having participated in the annual parade, Laveen 5k, Laveen Turkey Trot and more this year, and we love getting to know people within our community. We dislike, however, the traffic heading down 51st Avenue, not to mention other major streets, on our daily commutes, and the congestion it causes around our neighborhood (at 51st Avenue and Dobbins Rd) day in and day out. Having freeway access will alleviate the traffic from the surface streets, and would actually help with pollution, getting some of the stagnant air moving. It would also provide an alternate route for semis, which really back up the surface streets in our community, as well as casino traffic, which typically uses 51st Avenue as a primary route. Basic business sense would also indicate improvement to our economy. With quick access to the area comes larger retail outfits, even opportunity for local businesses to grow and thrive, with the greater traffic flow, which, in turn, encourages residents to keep money local. I know, personally, we drive to Goodyear, Avondale, Tolleson, Ahwatukee, Tempe and Phoenix for our everyday shopping needs and HATE it! Even as just one family, this is a lot of money that could be spent within our community. If we had the opportunity to do so, at stores that would subsequently be built near the freeway, the Laveen economy would see immediate and exponential growth. We feel the Loop 202 South Mountain Freeway will be great for our community, and is necessary for its sustainability as a major Phoenix suburb.</p> <p>Thank you for listening to the people of OUR community, Richard and Jacqueline Alvarado</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p>1</p> <p>2</p> <p>3</p> <p>4</p> <p>5</p> <p>6</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>	<p style="text-align: center;">PROCEEDINGS</p> <p>MR. ALVARADO: My name is Frank Alvarado.</p> <p>I just wondered if they were going to put in a light rail. It's been in the air or something. I think it could probably help with the recycling the rubber, the road as well.</p> <p>Well, I need some kind of a -- help get started on the project, and there would be a lot of benefit in return. I guess I'm interested in probably rubber recycling for the freeway. And possibly putting the funds into a suspended light rail system.</p> <p>Anything else? I don't know. That's where I'm at.</p> <p>THE REPORTER: Okay. If you think of anything else, you're welcome to come back and speak with one of us again.</p> <p style="text-align: right;">Page 2</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
1	<p>Alternatives, Nonfreeway Alternatives</p>	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>
2	<p>Design</p>	<p>Rubberized asphalt was assumed in the Location/Design Concept Report cost estimate to further reduce noise impacts. Although not recognized by the Federal Highway Administration as mitigation, rubberized asphalt would be used as the top level of paving; it is discussed beginning on Final Environmental Impact Statement page 4-99.</p>

Code	Comment Document						
<p style="text-align: center;">1</p>	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 506 1345 693"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 5/15/13</td> <td data-bbox="857 506 1345 572">INCOMING CALL TIME: 12:08 PM</td> </tr> <tr> <td data-bbox="376 572 857 647">CALLER: WENDY ALVERS</td> <td data-bbox="857 572 1345 647">CALLER ADDRESS: 2741 E. BRIDGEPORT PARKWAY, GILBERT, AZ 85295</td> </tr> <tr> <td data-bbox="376 647 857 693">PHONE: 480-646-0491</td> <td data-bbox="857 647 1345 693">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I absolutely, 100%, support the building of this freeway for the South Mountain Loop Freeway, and I hope it goes in sooner than later because it would really, really get rid of some of this congestion.</p>	INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 12:08 PM	CALLER: WENDY ALVERS	CALLER ADDRESS: 2741 E. BRIDGEPORT PARKWAY, GILBERT, AZ 85295	PHONE: 480-646-0491	EMAIL:
INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 12:08 PM						
CALLER: WENDY ALVERS	CALLER ADDRESS: 2741 E. BRIDGEPORT PARKWAY, GILBERT, AZ 85295						
PHONE: 480-646-0491	EMAIL:						

Code	Issue	Response
1		Comment noted.

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

INCOMING CALL DATE: 05/15/13	INCOMING CALL TIME: 9:34 AM
CALLER: VIRGINIA ALVEY	CALLER ADDRESS: 1345 N. LAKESHORE DRIVE, CHANDLER, AZ 85226
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

I approve the South Mountain Freeway. I think it would be a good thing. Thank you. Thanks. Bye.

1

Code	Issue	Response
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1		Comment noted.
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Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: 202 loop Date: Wednesday, May 22, 2013 10:50:38 AM </p> <hr/> <p>-----Original Message----- From: Amanda [mailto:amp7282@aol.com] Sent: Tuesday, May 21, 2013 6:13 PM To: Projects Subject: 202 loop</p> <p>The 202 loop is a fantastic idea. Please move forward. Thank you, Amanda</p> <p>Sent from my Verizon Wireless 4G LTE smartphone</p> <hr/> <p>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p>1</p> <p>2</p>	<p>P Amonte Document Created: 5/27/2013 11:51:42 PM by Web Comment Form</p> <p>Connection of this highway only poses threat to the safety and security of our children and families. We urge you not to connect the freeway system as proposed, but rather to leave the freeway system in its present state instead.</p>

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

Code	Comment Document
1	<p data-bbox="428 338 1336 399">Madhavi Anamala Document Created: 5/24/2013 12:14:48 PM by Web Comment Form I support loop 202 south</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p>1</p>	<p>Angela Andersen Document Created: 6/22/2013 12:45:12 PM by Web Comment Form</p> <p>I have lived in Ahwatukee 30 years, I still choose to live here and raise my children here because it is a great community. By putting this freeway this close to our community you will be ruining it! The village feel will be gone and along will come a ton of traffic and pollution! I am concerned the pollution from all the trucks will get "trapped" by South Mountain and we will be living in it. The impact on our community and health will be greatly impacted in a negative way on us. PLEASE MOVE THIS FREEWAY OUT AWAY FROM AHWATUKEE!!!! DON'T RUIN OUR COMMUNITY AND MY CHILDREN'S HEALTH!</p>

Code	Issue	Response
<p>1</p>	<p>Air Quality</p>	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p> <p>Air quality depends on several factors such as the area itself (size and topography), the prevailing weather patterns (meteorology and climate) and the pollutants released into the air. Cuts through the South Mountains would be expected to produce microclimate differences similar to those produced by a series of buildings in a large city that produce localized wind tunnel effects. The mountain cuts, however, would not affect regional air quality.</p>

Code	Comment Document
<p>1</p> <p>2 3 4</p>	<p>Ryan Andersen Document Created: 6/22/2013 2:52:57 PM by Web Comment Form</p> <p>I do NOT want this freeway built unless on Indian Land. I don't know why this freeway has to go on the Pecos Road plan when the Indians have plenty of unused land which would save homes, churches, pollution near schools, noise etc. I vote NO NO NO on this plan. The original plan is from 1985 at which time this plan sounded great, today not so much. Talk to the chief at the casino and get this moved and tell some politicians to do their jobs and help save peoples homes. This whole thing is just a pile of....</p>

Code	Issue	Response
1	Alternatives, Gila River Indian Community Alignment	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Neighborhoods/Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
3	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
4	Noise	

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: 202 Freeway Date: Monday, May 20, 2013 8:35:37 AM </p> <hr/> <p> From: AZmjanderson@aol.com [mailto:AZmjanderson@aol.com] Sent: Friday, May 17, 2013 9:34 PM To: Projects Subject: 202 Freeway </p> <p>Attn: azdot,</p> <p>The 202 is way past due. People driving to or from Tucson from the west can by-pass the heavy traffic in the city of Phoenix.</p> <p>Thank you.</p> <p>Sincerely,</p> <p>Martha Anderson azmjanderson@aol.com </p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>Timothy Anderson Document Created: 5/21/2013 2:31:42 PM by Web Comment Form</p> <p>I have lived in the Phoenix Metro area since 1982 and am a current Ahwatukee resident since 1998. I am a strong advocate for this freeway. I believe it should have been built years ago. We need to get more trucks off the freeways through town and also give our residents and visitors another option to get from the southern part of the valley to the west valley. I firmly believe that the construction of this freeway will improve my quality of life and the quality of life for the majority of the residents in the Phoenix area. This should also improve congestion which will ultimately reduce the air pollution from idling and slow moving commuters. Let's Build the 202!</p>

Code	Issue	Response
1		Comment noted.

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

INCOMING CALL DATE: 6/12/13	INCOMING CALL TIME: 4:45 PM
CALLER: JOHN ANDERSON	CALLER ADDRESS: 9137 W. [UNCLEAR] DRIVE, PEORIA, AZ
PHONE:	EMAIL:

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

1

Code	Issue	Response
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1		Comment noted.
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Code	Comment Document
1	<p>From: Projects To: ADOT Subject: FW: South Mountain Freeway Date: Tuesday, May 14, 2013 9:48:12 AM</p> <hr/> <p>From: Jim Angrick [mailto:jdp-a@cox.net] Sent: Monday, May 06, 2013 10:04 AM To: Projects Subject: South Mountain Freeway</p> <p>I think that the W101 Alternative is the best option because:</p> <ol style="list-style-type: none"> 1. It gathers the traffic from the north which wants to by-pass the city. This also will smoothly mesh traffic from the south on to both west bound I-10 or north loop 101. 2. The object is to relieve eastbound traffic on I-10. Why have more traffic build up all the way to 59th ave when much traffic could go south and by-pass the city with the W101 alternative <p style="text-align: right;">H. James Angrick 14230 W Domingo Ln Sun City West, AZ 85375 jdp-a@cox.net</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

Code	Issue	Response
1	Alternatives, W59 Alternative Versus W101 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Design	The construction of the proposed freeway would include widening along Interstate 10 to facilitate the entrance and exit of vehicles between the two freeways. Additional information related to the Interstate 10 modifications can be found in Figure 3-26 on page 3-49 and Figure 3-29 on page 3-53 of the Final Environmental Impact Statement. The design of the connection to Interstate 10 and the widening along Interstate 10 was developed in accordance with Federal Highway Administration's Interstate System Access Informational Guide and has received an initial determination of operational and engineering acceptability from Federal Highway Administration.

Code	Comment Document
	<p>Rita Anselmo Document Created: 7/23/2013 3:19:09 PM by Web Comment Form</p> <p>Comments about South Mountain Impact on Ahwatukee</p>
1	1. Better use of the Pecos Rd 202 alignment would be light rail going in both east and west directions of South Mountain and along I-10 to Tucson. Help get rid of traffic and congestion! Especially since Ahwatukee pays high taxes and doesn't even get City bus service! Well, very very limited service!
2	2. Place the 202 extension from I-10 along Queen Creek Road going west toward the City of Maricopa and prepare for the growth of the south west valley. It could then go north along the Estrella Mountains to connect at I-10. This would keep the noise, pollution, hazardous cargo etc. etc. all away from more populated areas. Also, if the road went to Maricopa, it could also connect I-8 with I-10 at a more convenient point for those going to Phoenix, Yuma, or southern California instead of south toward Tucson. It would also take some traffic off I-10 to travel along I-8 instead.
3	3. Keep the land at Pecos Road alignment for future necessity, not for main highway. Putting the proposed freeway along Pecos Road is like putting a new freeway through the middle of Paradise Valley. It would never happen for it would ruin the area!!!
4	4. When we moved to the Foothills of Ahwatukee in 1991, the only thing you could hear at night were the coyotes! It was so refreshing then. No dark brown cloud hanging over the area. You could breathe! Now, pollution is seen coming around the mountain and the noise from the traffic on Pecos Road wakes you up at night. I don't even live that close to the road, but the noise comes right up the slope of the land, because of the mountain, right to all of the homes in the area. I can't even phantom the amount of noise pollution that all of the extra traffic and trucks would cause. I sell real estate and I know how hard it is to sell homes that are near the I-10 corridor that is routed alongside Ahwatukee between Baseline and Pecos Roads. It is so noisy!
5	
6	
7	5. Have you ever studied the traffic that is now on Chandler Blvd between 24th Street and the Ray Chandler Loop? During certain hours of the day it is almost impossible to make a left-hand turn out of the neighborhoods located here (from either direction), let alone try to cross the road on foot. It is extremely dangerous! What will happen when all the extra traffic being routed from the 202 to Chandler Blvd. enters this area! Do you have to wait until people are killed! This is a neighborhood area with schools, parks, bike trails, walking trails etc. that is not made for major traffic!
8	6. What about all the homes, schools, churches etc. that will have to be torn down! And what about the people that bought homes in a beautiful neighborhood only to find out that they will have to look at a freeway. If this was your home, you wouldn't like it!
9	7. Why haven't the people of Ahwatukee been able to vote on wanting or not wanting a freeway in their backyard? I can say that I don't know one person that lives here in Ahwatukee that wants a freeway in their backyard to connect around the mountain!
10	8. When there are accidents on the proposed 202 (and we know there will be) where will all of the traffic be diverted to? Bingo, onto the few streets we have in the largest cul-de-sac!!!! Let's make it more difficult to live here. Let's make more pollution! What about the safety here? How will the residents of Ahwatukee get out if a disaster happened and the roads


Code	Issue	Response
1	Alternatives, Nonfreeway Alternatives	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Alternatives, Gila River Indian Community Alignment	
3	Alternatives	The proposed freeway would address the purpose and need criteria, including relieving Interstate 10 congestion. The discussion of the responsiveness of the proposed freeway to the purpose and need criteria is presented beginning on page 3-27 of the Final Environmental Impact Statement. Alternatives farther south, such as the Interstate 8/State Route 85 Alternative were considered in this study (see page 3-9 for more information). The Paradise Parkway was included in the original "Prop 300" packages of road improvements (see Figure 1-2 on page 1-6). However, it was dropped from the plan and was not included in the projects proposed in Prop 400 (the Maricopa Association of Governments <i>Regional Transportation Plan</i>). The South Mountain Freeway was part of both Prop 300 and 400 proposals.
4	Neighborhoods/Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement beginning on page 4-91).
5	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
6	Air Quality	
7	Traffic	In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the freeway on the local street system. The City study found no adverse effects on the local street system from the proposed freeway (see Appendix 3-1 in the Final Environmental Impact Statement).
8	Neighborhoods/Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)

Code	Comment Document
11	<p>already filled with trucks and auto congestion boxing us in on all 4 sides?</p> <p>9.An extension of Pecos Road could be added later, but not as a main highway for trucks and hazardous materials etc. Only for local traffic.</p>
12	<p>10. Why take a beautiful area that people seek out to live in and destroy it while calling it progression for the future. Doesn't make any sense to me. I'm all for future plans that make sense, but not for stupidity! And this is stupidity!</p>
13	<p>11.It's always been said that if you follow the money you can figure out who benefits from things (ex: the alignment of the 202). One that I have noticed is the Casinos at either end of the proposed route. The Casino at the intersection of I-10 and proposed new freeway, and the other (the new Casino) at 51st Avenue right by where the proposed freeway would connect to I-10. Amazing no one has commented on this.....get the tax payers to build a road to gambling meccas and we could care less about the impact on them!</p> <p>12.I haven't seen even one good reason to put the proposed 202 along Pecos Road yet. You show me the good in this! I'm very interested in finding out.</p>

Code	Issue	Response
9	Public Involvement	No public vote was held as part of the Draft Environmental Impact Statement review process. Members of the public were encouraged to participate and submit their comments on the Draft Environmental Impact Statement during the 90-day comment period. The proposed Loop 202 South Mountain Freeway has been a critical part of the Maricopa Association of Governments' Regional Freeway and Highway System since it was first included in funding approved by Maricopa County voters in 1985. It was also part of the <i>Regional Transportation Plan</i> funding passed by Maricopa County voters in 2004 through Proposition 400.
10	Traffic	Hazardous materials commodity flow studies and other information are considered by emergency response planners (such as the Arizona State Emergency Response Commission statewide and the Maricopa County Local Emergency Planning Commission for Maricopa County) when developing emergency response plans. If the plan were amended, it would be made available to the Arizona Department of Transportation.
11	Alternatives	Extending Pecos Road through the South Mountains along the same alignment as the freeway would result in similar environmental impacts as the freeway. However, the arterial facility type would not meet the level of travel demand for this corridor (see page 3-19 of the Final Environmental Impact Statement).
12	Purpose and Need, Lack of Support	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
13	Alternatives	The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other "loop" freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County.

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: South Mountain Freeway Date: Friday, May 24, 2013 8:41:45 AM</p> <hr/> <p>From: Arlotti Family [mailto:arlotti@hotmail.com] Sent: Thursday, May 23, 2013 9:22 PM To: Projects Subject: South Mountain Freeway</p> <p>We oppose the freeway for so many reasons, not the least of which are:</p> <ol style="list-style-type: none"> 1. You are exploiting Native Americans and infringing on their sacred land. 2. The plan includes extending Chandler Boulevard Westbound through beautiful hiking terrain on the SOuth Mountain Preserve, where new trails were JUST CREATED, and now you will destroy them and send a whole neighborhood of traffic through the pristine area to the neighborhood at the end of Pecos Rd. If this project goes through, you must create an exit for this neighborhood at the end of Pecos Road so that they do not go through the hiking area land. 3. You are being deceptive about the claim that pollution will be less with the new freeway. That is a farce for stupid people to believe who don't know any better. Adding highways has NEVER improved pollution. 4. Just the name tells you this project is not right - you are destroying a sacred mountain for the sake of development, when it is not absolutely necessary. <p>We urge you to reconsider!</p> <p>Daniel and Jean Arlotti</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

Code	Issue	Response
1	Cultural Resources	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Section 4(f) and Section 6(f)	South Mountain’s newest trails are the Bursera and Pyramid Trails (see Final Environmental Impact Statement page 5-8). The E1 Alternative is approximately 1 mile south of the Pyramid Trail and even farther from the Bursera Trail; thus, it would not affect either trail. The trails have walk-in access from Chandler Boulevard and 19th Avenue, with on-street parking. This walk-in access would be north of and adjacent to the planned extension of Chandler Boulevard and, thus, would not be directly affected. The walk-in access point and the part of the Pyramid Trail at the access point are located adjacent to a residential neighborhood and the City of Phoenix’s planned Chandler Boulevard Extension. These trails are typically used for high-intensity recreational activities such as running, hiking, and biking, not noise- or viewshed-sensitive activities. All proposed action alternatives would span existing and proposed trails to avoid impacts. However, during construction (if an action alternative were selected), trails that would be spanned or would be near potential freeway construction would be closed for limited times for safety reasons. Closures would necessitate that trail users detour around construction sites to rejoin the trails farther along their length. According to Phoenix South Mountain Park/Preserve rangers, the Gila Trail—although well-defined—is not a designated trail within the park. That said, the Gila Trail would not be affected by the proposed freeway or by the Chandler Boulevard Extension. The Draft Environmental Impact Statement Appendix A394 contains information directly from the Phoenix General Plan and early coordination with the City of Phoenix Parks Department. The trails in the preserve are exceptions to this statement and were always meant as such. The trails within 1/4 mile of the proposed alternatives were treated separately, as in the case of the Maricopa County Regional Trails System. Should an alternative be selected, the Arizona Department of Transportation and Federal Highway Administration would work closely with the City of Phoenix during final design to ensure the connectivity of trails is maintained, whether they are eligible as Section 4(f) resources or not.
3	Traffic	Impacts associated with extension of Chandler Boulevard are included in the Final Environmental Impact Statement. The new road is not located within the Phoenix South Mountain Park/Preserve boundary. The road is planned in the City of Phoenix General Plan and would be constructed eventually with or without the proposed freeway. The extension of Chandler Boulevard west of 19th Avenue is included in this project because access must be maintained to the neighborhoods at the west end of Pecos Road. Early in the study process an interchange at approximately 27th Avenue was evaluated but ultimately eliminated because of increased residential displacements and cost.
4	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Section 4(f) and Section 6(f)	

Code	Comment Document
	<p data-bbox="428 445 851 526"> From: Projects To: ADOT Subject: FW: AZ Loop 202 South Mountain Freeway Date: Tuesday, July 23, 2013 8:50:06 AM </p> <hr/> <p data-bbox="428 612 531 637">Thank you,</p> <p data-bbox="428 667 686 848"> Salina Tovar Community Relations Officer 1655 W. Jackson St. MD 126F, Room 170 Phoenix, AZ 85007 602.712.4629 azdot.gov </p>  <hr/> <p data-bbox="428 959 932 1050"> From: John Armstrong [mailto:armstrongjohna@icloud.com] Sent: Tuesday, July 23, 2013 6:41 AM To: Projects Subject: AZ Loop 202 South Mountain Freeway </p> <p data-bbox="428 1074 665 1098">To whom it may concern,</p> <p data-bbox="428 1124 1289 1251"> I am a resident of Ahwatukee and I am a staunch supporter of the 202 expansion. I purchased a home there a little over year ago where my beautiful fiancée lives and it is the home that I hope some day to start a family in. I want someday my family to live in the best metro area in the US and I struggle to understand how that can happen without the 202 expansion. </p> <p data-bbox="428 1278 1289 1382"> In today's age and with private-political-activist groups with their own self-serving agendas, it is so easy to find things wrong with development and progress. I hope that our leaders at ADOT recognize that this issue has a silent majority and that a boisterous few do not represent the citizens of Maricopa County. </p> <p data-bbox="428 1409 1289 1560"> No plan is 100% perfect but that shouldn't be the reason why a much needed project is thrown in the garbage. The Hoover Dam had its naysayers. The Chesapeake Bay Bridge-Tunnel had its critics. People at first hated the Eiffel Tower. Even the light rail in Phoenix had opponents. But it was cooler heads that prevailed and people who understood that real progress has some risks made the right decision. I sincerely hope ADOT's leaders will reconize that too. </p> <p data-bbox="428 1586 1289 1639"> Good luck. I wish you well in making your decision and I sincerely hope this project comes a reality. </p> <p data-bbox="428 1665 475 1689">John</p> <hr/>

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 7/24/13</td> <td data-bbox="857 506 1342 572">INCOMING CALL TIME: 2:22 PM</td> </tr> <tr> <td data-bbox="376 572 857 620">CALLER: BONNIE ARMSTRONG</td> <td data-bbox="857 572 1342 620">CALLER ADDRESS:</td> </tr> <tr> <td data-bbox="376 620 857 669">PHONE:</td> <td data-bbox="857 620 1342 669">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I am for the freeway.</p>	INCOMING CALL DATE: 7/24/13	INCOMING CALL TIME: 2:22 PM	CALLER: BONNIE ARMSTRONG	CALLER ADDRESS:	PHONE:	EMAIL:
INCOMING CALL DATE: 7/24/13	INCOMING CALL TIME: 2:22 PM						
CALLER: BONNIE ARMSTRONG	CALLER ADDRESS:						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p>1</p>	<p>Laurel Arndt Document Created: 6/7/2013 12:26:08 PM by Web Comment Form</p> <p>I have reviewed the Noise section on the DEIS. This information is not presented in a manner in which residents can compare the existing condition with the future conditions. On page 4-83, Table 4-39 shows the ambient noise monitoring results at various locations along the Eastern Section. It is relatively easy to identify where each on of the sites was located, they area pretty specific, allowing a resident to look on a map and see where the reading may have been taken. On page 4-88, Table 4-40 shows the noise analysis results that were modeled base on the proposed project. This information is useless in evaluating the change in conditions; as not only are the locations different but they do not give enough information for a resident to identify where the modeling points are. The locations identified in able 4-40 are not identifiable to the average resident. Residents to not know where "parcels" are. Why were the points in Table 4-39 not carried over and identified in Table 4-40, so a reviewer could actually see the difference before and after the proposed freeway is constructed? Why was the information but in "parcels" (Receiver ID #11-26a), this seems to cloud the analysis.</p> <p>The amount of information and the manner in which it is reported in Table 4-40 obfuscates the ability to evaluate the increase in noise at a one location and understand the impacts. I suggest that this Table 4-40 be redone to reflect comparative information and not just information for information's sake. The subconsultant can do the modeling at the same points which are in Table 4-39, THIS is the information which should be in Table 4-40.</p>

Code	Issue	Response
1	Noise	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p> <p>The locations used for measuring existing noise levels do not necessarily correspond to locations used for noise modeling for future conditions. Therefore, combining the two tables would not be practical. The neighborhood, or parcel, name was obtained from Maricopa County Assessor records and is the legal name for the residential development. This information is easily obtained on the Maricopa County Assessor's Web site. In addition to the name reference in the table, the monitor and receiver locations are shown on maps to assist the reviewer (see Figure s 4-29 to 4-32 in the Draft Environmental Impact Statement).</p>

Code	Comment Document
<p>1</p>	<p>Laurel Arndt Document Created: 6/7/2013 1:22:04 PM by Web Comment Form</p> <p>Presenting current and accurate information is part of the NEPA process. The DEIS does not reflect current conditions, and was not updated after it was first started in 2006, nor was it reviewed properly before being released. This is evident by many statements which do not reflect current conditions including the statement below in Chapter 5, page 5-25: "The cuts would be located in a remote portion of the SMPP, not near any trails and barely visible from any of the readily used trail."</p> <p>This is an erroneous analysis. This statement was true in 2006. The subconsultant and ADOT have not re-evaluated the study area since 2006.</p> <p>Conditions have changed, in 2011, the City of Phoenix added two new trails in the west end of SMPP. The trails start at the future 19th Ave Trailhead and go west and east along the Main Ridge South (and connecting to the National Trail). They are called the Bursera Trail and the Pyramid Trail.</p> <p>While the trails are physically more than a 1/4 mile away from the proposed project area, the project is clearly visible when you are on the Bursera Trail.</p> <p>These trails were not identified or evaluated for their 4(f) status, they are strictly for hiking and biking.</p> <p>Therefore the statement in the Appendix 5-1 pA586 is also false: "This statement in the General Plan indicates that pedestrian trails maintained by the City of Phoenix are used for transportation and thus not primarily recreational".</p> <p>This statement is a generalization which is incorrect.</p> <p>It is clear that these trails in the Preserve are not used for transportation and are strictly recreational.</p> <p>I request that these trails be inventoried, assessed and given a full Section 4(f) impacts analysis as to the visual and noise impacts of the proposed project on these resources.</p>

Code	Issue	Response
<p>1</p>	<p>Section 4(f) and Section 6(f)</p>	<p>South Mountain's newest trails are the Bursera and Pyramid Trails (see Final Environmental Impact Statement page 5-8). The E1 Alternative is approximately 1 mile south of the Pyramid Trail and even farther from the Bursera Trail; thus, it would not affect either trail. The trails have walk-in access from Chandler Boulevard and 19th Avenue, with on-street parking. This walk-in access would be north of and adjacent to the planned extension of Chandler Boulevard and, thus, would not be directly affected. The walk-in access point and the part of the Pyramid Trail at the access point are located adjacent to a residential neighborhood and the City of Phoenix's planned Chandler Boulevard Extension. These trails are typically used for high-intensity recreational activities such as running, hiking, and biking, not noise- or viewshed-sensitive activities. All proposed action alternatives would span existing and proposed trails to avoid impacts. However, during construction (if an action alternative were selected), trails that would be spanned or would be near potential freeway construction would be closed for limited times for safety reasons. Closures would necessitate that trail users detour around construction sites to rejoin the trails farther along their length. According to Phoenix South Mountain Park/Preserve rangers, the Gila Trail—although well-defined—is not a designated trail within the park. That said, the Gila Trail would not be affected by the proposed freeway or by the Chandler Boulevard Extension. The Draft Environmental Impact Statement Appendix A394 contains information directly from the Phoenix General Plan and early coordination with the City of Phoenix Parks Department. The trails in the preserve are exceptions to this statement and were always meant as such. The trails within 1/4 mile of the proposed alternatives were treated separately, as in the case of the Maricopa County Regional Trails System. Should an alternative be selected, the Arizona Department of Transportation and Federal Highway Administration would work closely with the City of Phoenix during final design to ensure the connectivity of trails is maintained, whether they are eligible as Section 4(f) resources or not.</p>

Code	Comment Document
<p>1</p>	<p>Laurel Arndt Document Created: 6/27/2013 10:51:16 AM by Web Comment Form</p> <p>I am concerned that the DEIS does not address the secondary impacts of the freeway on local traffic in Ahwatukee.</p> <p>The discussion on induced traffic in Chapter 4 p.4-168-169 is primarily a discussion on the traffic offsets (which the City of Mesa and Scottsdale experienced with the opening of the SR 101L and SR 202L) and the elimination of traffic congestion for the W59 Alternatives. This "analysis" only states how it relieved traffic on arterials in Mesa and Scottsdale. This is accurate for Laveen where the freeway is not replacing an arterial and will provide additional mobility.</p> <p>This comparative is irrelevant for the E1 Alternative where the proposed SR202 is replacing a major arterial (Pecos Rd) and eliminating access to another collector (32nd St). Pecos Road currently provides access for residents west of Desert Foothill Parkway and east of 40th Street to Desert Vista High School and Akimel Middle School. With the elimination of the 32nd Street access from Pecos Rd/SR 202, the traffic volumes will adversely impact Chandler Blvd and neighborhoods adjacent to the schools. The proposed SR202 will promote cut through traffic in the Lakewood community (directly east of the schools) and to the west via Liberty Lane (west of 24th Street) as residents try to access the schools on Liberty Lane without the use of 32nd Street via Pecos Road. Elimination of access south of these schools will lead to increased congestion on Chandler Blvd as students/resident reroute their travel to get to the schools. The increased use of the Pecos Rd/24th Street exit will also lead to increased congestion and cut through traffic as student are funneled to 24th Street exit to access Akimel Middle School and Desert Vista High School. Additionally, cut through traffic may chose to use Liberty west of 24th Street to get to the schools. This will contribute even further to local congestion and cut through traffic as there are already two primary schools operating on Liberty Lane (Keystone Montessori and Sierra Elementary). This will cause further traffic congestion because of the decreased speed limits and increased am traffic from working residents leaving the neighborhoods.</p> <p>A traffic study should be conducted to evaluate the impacts on local traffic from the proposed South Mountain 202.</p> <p>There are unintended consequences to eliminating Pecos Rd as a local arterial and eliminating access to 32nd Street from Pecos Road. These indirect impacts have been excluded from the DEIS and MUST be included in the secondary impacts analysis section of the DEIS. In order to properly assess the impacts a traffic analysis must be completed, analyzed and included in the DEIS in order to disclose the significant impacts to local traffic the proposed South Mountain 202 will have on Ahwatukee.</p>

Code	Issue	Response
1	Design	<p>The determination to not include an interchange at 32nd Street was made in coordination with the City of Phoenix (see Figure 3-8 on page 3-15 of the Draft Environmental Impact Statement). The interchange would have required the displacement of over 100 homes and would have been located near an existing high school. The City recommended that, based on these impacts, the interchange be removed from the study. In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system, including the shift of access to Foothills Reserve and Calabrea from Pecos Road to Chandler Boulevard. The City study found no adverse effects on the local street system from the freeway (see Appendix 3-1 in the Final Environmental Impact Statement).</p>

Code	Comment Document
1	<p data-bbox="428 445 926 526"> From: Michelle Thompson To: ADOT Subject: FW: Support to Build the South Mountain 202 Freeway Date: Friday, May 17, 2013 2:20:18 PM </p> <hr/> <p data-bbox="428 620 708 772"> Michelle Thompson Senior Community Relations Officer 1655 W. Jackson St. MD: 126F Phoenix, AZ 85007 602.316.4057 azdot.gov </p> <hr/> <p data-bbox="428 848 926 939"> From: Roc Arnett [mailto:rarnett@evp-az.org] Sent: Friday, May 17, 2013 1:33 PM To: Projects Subject: Support to Build the South Mountain 202 Freeway </p> <p data-bbox="428 963 1137 993">The South Mountain 202 Freeway should be built ASAP. Please report my support.</p> <p data-bbox="428 1024 662 1161"> Roc Roc Arnett President & CEO East Valley Partnership Office: 480-834-8335 Ext. 202 Cell: 602-999-3444 </p> <hr/> <p data-bbox="428 1255 1292 1318"> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>


Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: Sierra Club on behalf of Eric Arnould To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Monday, May 27, 2013 11:15:20 PM</p> <hr/> <p>May 28, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>2 I can hardly believe that in an era of emerging alternatives to the automobile and when the effects of climate change provoked by air pollution are becoming increasingly obvious all around us that ADOT can think of no other solution for traffic congestion than more roads. The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer.</p> <p>3 ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.</p> <p>4</p> <p>5 South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.</p> <p>6 The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.</p> <p>7</p> <p>8 The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.</p> <p>9</p> <p>1 Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</p> <p>Sincerely, Mr. Eric Arnould</p>

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

Code	Comment Document
	<p data-bbox="428 431 624 499">2825 N Tyndall Ave Tucson, AZ 85719-2545 (307) 399-3462</p>

Code	Issue	Response
9	Neighborhoods/ Communities	<p data-bbox="1964 294 2909 808">Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.</p>

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: South Mountain Freeway 7-06-13 Date: Monday, July 08, 2013 8:48:33 AM Attachments: image001.png</p> <hr/> <p>Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov </p> <hr/> <p>From: Freddy Arteaga [mailto:freddyarteaga@cox.net] Sent: Saturday, July 06, 2013 1:02 PM To: Projects Subject: South Mountain Freeway 7-06-13</p> <p>1 While I was employed as a Hydrologist with the Gila River Indian Community (GRIC), major South Mountain drainage issues flared up. The Ahwatukee southerly flows had been diverted to a concentration point impacting the El Paso natural Gas pipelines within the GRIC Farmlands. During this time (1993-1995), ADOT was busy preparing the South Mountain freeway alignment. It seemed to me that a useful plan creating benefits for the State and GRIC was to route the purposed freeway along the Queen Creek Wash, within the GRIC, and north of the Gila River. This would utilize unusable lands bordering the wash. By aligning the wash and superimposing the freeway on top of the Wash, the route would be beneficial to everyone. This implies the Tribe was made aware of the benefits of using unusable land and deriving fees for such use. Several factors were obvious — ADOT staff could not bring about such a proposal without internal approval. Secondly, no one within the tribe could submit such an idea without the entire Council approving the idea. Thus, both sides would need concurrent approval to engage in such a proposal. That is not a simple matter and thus a valuable alternative was never submitted. Years later (2000), I worked for ADOT as a Project Manager (Local Govt. Section) and acquired a better understanding of how ADOT approaches these complex issues.</p> <p>2 A proposal to depress the freeway (Republic July 6, 2013) within its current alignment would not be necessary.</p>

Code	Issue	Response
1	Alternatives, Gila River Indian Community Alignment	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Drainage	Pecos Road drainage is designed as a pass-through system. In other words water is allowed to drain along its natural existing pathway underneath the freeway and to Gila River Indian Community land. If an action alternative were to become the Selected Alternative, the E1 Alternative would be constructed aboveground and the existing culverts would extend to pass drainage under the freeway. Pecos Road currently has numerous existing culvert crossings. Doing so would ensure that there would be no adverse flooding impacts to adjacent properties. (See Draft Environmental Impact Statement pages 3-18, 4-98, and 4-107.)

Code	Comment Document
	<p data-bbox="428 491 665 667">Freddy Arteaga P.E. Hydrology Support Services LLC 3309 S Hazelton Lane Tempe,Az 85282 ph 480 - 839 - 4015 Cell: 602 - 295 - 1343 freddyarteaga@cox.net</p> <p data-bbox="428 758 596 868">Freddy Arteaga 3309 S Hazelton Lane Tempe,Az 85282 ph 480 - 839 - 4015 Cell: 602 - 295 - 1343</p> <hr data-bbox="428 903 1292 907"/> <p data-bbox="428 935 1292 999"><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

Code	Issue	Response

Code	Comment Document
1	<p>Sashanka Ashili Document Created: 5/24/2013 12:15:42 PM by Web Comment Form I support Loop 202 South. We need development in this area</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>Krishna Ashili Document Created: 5/24/2013 12:16:50 PM by Web Comment Form I completely support Loop 202 South freeway extension. We need more development in South mountain area</p>


Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p style="text-align: center;">1</p>	<p> From: Projects To: ADOT Subject: FW: ADOT Loop 202 South Date: Friday, May 24, 2013 11:22:52 AM </p> <hr/> <p> From: Shashi Yahoo [mailto:sashili@yahoo.com] Sent: Friday, May 24, 2013 10:18 AM To: Projects Subject: ADOT Loop 202 South </p> <p>I support building the Loop 202 South. I am a home owner in Laveen and we need development in this area.</p> <p>Shashanka Ashili 480-286-6880</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>Jonas Atlason Document Created: 7/12/2013 2:03:10 AM by Web Comment Form</p> <p>I am expressing my opposition to the construction of the 202 South Mountain extension. There should be more effort put into public transportation infrastructure such as more light rail routes and efficient bussing system.</p>

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

Code	Comment Document
	<p data-bbox="428 445 801 526"> From: Projects To: ADOT Subject: FW: South Mountain Freeway Date: Monday, July 22, 2013 9:49:10 AM </p> <hr/> <p data-bbox="428 612 749 774"> Thank you, Felicia Beltran Senior Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-319-7709 azdot.gov </p>  <hr/> <p data-bbox="428 883 913 969"> From: Atonna, Arthur [mailto:Arthur_Atonna@tempe.gov] Sent: Monday, July 22, 2013 9:34 AM To: Projects Subject: South Mountain Freeway </p> <p data-bbox="211 999 261 1050">1</p> <p data-bbox="428 999 1292 1080"> I was a member of the Transportation Board between 1983 and 1989. The South Mountain Freeway alignment was placed on all public materials produced by the Department before and after the 1985 bond election and again before and after the bond renewal election twenty years later. </p> <p data-bbox="428 1084 1292 1276"> Ahwatukee-Foothills is a much different place now than it was in 1985. Then there was the Warner-Elliott Loop, jackrabbits and little more. Therefore, there is more pressure brought to bear when discussing the South Mountain Freeway now than there was initially. Initially, no churches or homes were in the way of construction. Now there are both. However, the need for the freeway now is as great or greater than planners would have anticipated in 1985. That is the reality that must lead to one conclusion: the freeway must move forward and must be built as originally planned. </p> <p data-bbox="428 1280 1292 1421"> Individuals will be displaced and hurt by a freeway build but overall the freeway will become a major benefit to the whole Valley. Anyone who travels I-10 will welcome the congestion relief from large trucks. Anyone who plans our freeway road repairs will appreciate the lessened pressure on maintenance from so many heavy 18 wheelers. The occasional rush hour closures and delays from not too infrequent accidents involving 18 wheelers will decline. </p> <p data-bbox="428 1425 1292 1536"> Granted, ideally a positive vote by the Tribe allowing the freeway to be built on its land (like the 101 through Scottsdale) would have been ideal, but it's their land and they have said "no." That's reality and the remaining option must proceed. Talking and arguing time has gone far beyond what is constructive. </p> <p data-bbox="428 1540 1292 1651"> By the way, I lived in Cochise County when I was on the Board in the 1980's. For the past 23 years I have lived in Ahwatukee-Foothills. Our community will be enhanced, not unduly harmed, by the construction. I support moving forward with the design and building of the South Mountain Freeway. </p> <p data-bbox="428 1681 615 1731"> Art Atonna, Phoenix artjunque@msn.com </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>Tom Auayfuay Document Created: 5/21/2013 3:07:19 PM by Web Comment Form</p> <p>Building the South Mountain Freeway would be of great benefit for both the Valley and the State of Arizona. We will see immediate impact from the jobs that this freeway will create and will ease the I-10 of the congestion that it see's today when it is completed. Let's build it.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>From: Projects To: ADOT Subject: FW: Please build the south mountain bypass freeway Date: Wednesday, May 22, 2013 2:52:31 PM</p> <hr/> <p>From: Timothy Ault [mailto:tim.ault@asu.edu] Sent: Wednesday, May 22, 2013 2:31 PM To: Projects Subject: Please build the south mountain bypass freeway</p> <p>Hello,</p> <p>I'm here to voice my support (via email) for the construction of the SM I-10 bypass freeway because the benefits truly outweigh the costs, especially over the long haul:</p> <p>By reduced congestion/traffic on the current I-10 corridor with the bypass in place, the realized benefits would be:</p> <ol style="list-style-type: none"> 1. Less fuel consumption, including the interstate truckers, benefits both locals and out of towners with their discretionary income 2. Less accidents/bodily injury, especially since the big rigs would be concentrated on the bypass (when the big rigs have traffic accidents, the whole freeway shuts down, evident of some recent spills on the phoenix freeways) 3. Less need for freeway construction expansion of the current I-10 corridor through Phoenix, which would cause additional traffic delays, increase traffic congestion, accidents, etc 4. Usually there would be a negative economic \$\$ impact as traffic congestion increases (people don't want to deal with traffic delays) <p>This benefits positively affect the quality of life, consumer spending (going shopping instead of I'll stay home because I don't want to be stuck in traffic), reduced government spending on maintaining the freeways and dealing with the accidents, and less use of fuel while crawling in traffic. Hopefully the project will be approved and we will see the benefits once this segment is completed. Regards.</p> <p>Timothy Ault</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
<div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">1</div>	<p data-bbox="376 433 913 485">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 504 1345 691"> <tr> <td data-bbox="376 504 857 570">INCOMING CALL DATE: 5/20/13</td> <td data-bbox="857 504 1345 570">INCOMING CALL TIME: 1:24 PM</td> </tr> <tr> <td data-bbox="376 570 857 643">CALLER: LAURIE AUSTIN</td> <td data-bbox="857 570 1345 643">CALLER ADDRESS: 102 EAST WAGONWHEEL DRIVE, PHOENIX, ARIZONA 85020</td> </tr> <tr> <td data-bbox="376 643 857 691">PHONE:</td> <td data-bbox="857 643 1345 691">EMAIL:</td> </tr> </table> <p data-bbox="376 697 717 721">CALLER REMARKS/QUESTIONS:</p> <p data-bbox="376 727 820 751">Ah yes, I support the South Mountain Freeway.</p>	INCOMING CALL DATE: 5/20/13	INCOMING CALL TIME: 1:24 PM	CALLER: LAURIE AUSTIN	CALLER ADDRESS: 102 EAST WAGONWHEEL DRIVE, PHOENIX, ARIZONA 85020	PHONE:	EMAIL:
INCOMING CALL DATE: 5/20/13	INCOMING CALL TIME: 1:24 PM						
CALLER: LAURIE AUSTIN	CALLER ADDRESS: 102 EAST WAGONWHEEL DRIVE, PHOENIX, ARIZONA 85020						
PHONE:	EMAIL:						


Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p>1</p>	<p>Anthony Avery</p> <p style="text-align: right;">Document Created: 5/21/2013 2:54:13 PM by Web Comment Form</p> <p>I am curious as to what consideration was given to including a multi-use bike/ped trail alignment within the freeway ROW. This would incorporate "multi-modal" aspect of ADOT's responsibilities into the project. Looking at the draft drawings, it would likely be very easy to incorporate a multi-use path on the south side of the freeway along the eastern alignment, connecting with the residential neighborhoods through standard street alignments. The western section would be more complex, but developing an onramp/offramp system along with but separated from the freeway on and off ramps and continuing the multi-use trail main line under those ramps to eliminate conflicts with vehicles would be the likely be the most economical way of doing that. This would provide a great benefit to the areas immediately adjacent to the freeway for recreation and transportation, and connect the neighborhoods directly with the western edge of South Mountain Park. I know many people from Tempe and Mesa who would ride their bikes to South Mountain on Silent Sundays if it weren't so dangerous to ride on the local streets in the area; this would be a great opportunity to provide 365-day access to a safe, reliable transportation/recreation corridor for bicyclists and pedestrians, as well as access to the park that would reduce the need for regional automobile travel.</p> <p>As or even more important than a multi-use path within the freeway alignment is the bike/ped access at the interchanges. What steps would be taken to create a SAFE and COMFORTABLE crossing of the freeway for persons walking or biking along the arterial streets, and how would that be an improvement over existing conditions at other freeway crossings? Thank you very much for taking the time to be sensitive to and aware of the multi-modal potential of this extremely large public works project.</p>

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

Code	Comment Document
	<p>From: Anthony Avery To: Projects Subject: Loop 202 Freeway Bike Lanes Date: Thursday, June 20, 2013 8:57:07 PM</p> <hr/> <p>Dear Sir or Ma'am,</p> <p>1 My name is Anthony Avery and I am a concerned citizen residing at 6262 East Brown Road Unit 49, Mesa, AZ 85205 who feel like the Loop 202 extension through South Mountain will be a hazard to our environment and our standard of living. It has been demonstrated time (link to academic study through summary portal) and time again that adding freeway lanes only exacerbates the prevalence of suburban sprawl and contributes to traffic congestion, rather than the stated goal of relieving said congestion.</p> <p>2 That being said, there is one addition I did not see at the exhibition at the convention center that would make me shift my support from opposing the construction of the South Mountain Freeway to supporting it, and that is a parallel bike facility. Early in 2012 I had the following conversation with your Twitter agent: Me: You know what would be a cool project/job creator? Grade-separated bike trails along freeway alignments! @ArizonaDOT tinyurl.com/7vyqfif ADOT: @TripleAvery We have them in a few locations - in fact, there is one under construction in North Phoenix along the CAP. Me: @ArizonaDOT awesome! I know some underpasses. Any plans to design them into freeways? Would love to take 202 dwntwn 2 work via bike 4 exampl Them: @TripleAvery Oftentimes, ped/bike crossings are funded by local cities so money is always an issue. Crossings are integrated where possible. Me: @ArizonaDOT oh definitely. Let me re-phrase: Does ADOT have any funds allocated to build bike lanes in FWY ROW? Or at all? Is it possible?...</p> <p>3 No response. What I was trying to articulate, and apparently couldn't, was exactly what I had seen on I-70 from Grand Junction to Denver, Colorado. If this were to be implemented, and the South Mountain Freeway be researched and included as a true multi-modal corridor, I would be more willing to lend my support to the project. Thank you very much for your consideration on this much contested issue. Because I clearly was unable to articulate what I was referring to, what I had seen on my trip to Denver should articulate what my words could not: I-70 trial.</p> <p>Thank you for taking the time to respond to this very important e-mail as the South Mountain Freeway decision is one of the most important decisions that will be made concerning the MSA transportation options in the foreseeable future.</p> <p>Sincerely,</p> <p>Anthony A. Avery</p> <p>Sincerely,</p> <p>Anthony A. Avery 6262 East Brown Road Unit 49 Mesa, AZ 85205 480-280-8471 aaavery1@gmail.com</p>

Code	Issue	Response
1	Secondary and Cumulative	Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.
2	Purpose and Need	Although the region’s freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
3	Design	The study has considered concepts for parallel multiuse paths; however, the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.

Code	Comment Document
	<p>From: Rusty Crerand To: ADOT Subject: Loop 202 S. Mt. Date: Thursday, July 25, 2013 2:20:21 PM Attachments: image001.png</p> <hr/> <p>7/25/2013 2:01:42 PM Dear Sir or Ma'am,</p> <p>1 My name is Anthony Avery and I am a concerned citizen residing at 6262 East Brown Road Unit 49, Mesa, AZ 85205 who feel like the Loop 202 extension through South Mountain will be a hazard to our environment and our standard of living. It has been demonstrated time (http://daily.sightline.org/2011/12/14/study-more-roads-more-traffic/ link to academic study through summary portal) and time (http://www.assmotax.org/Releases/AMCT%20release:%20building%20more%20roads%20relieves%20your%20wallet,%20not%20congestion.php) again that adding freeway lanes only exacerbates the prevalence of suburban sprawl and contributes to traffic congestion, rather than the stated goal of relieving said congestion.</p> <p>2 That being said, there is one addition I did not see at the exhibition at the convention center that would make me shift my support from opposing the construction of the South Mountain Freeway to supporting it, and that is a parallel bike facility. Early in 2012 I had the following conversation with your Twitter agent: Me: You know what would be a cool project/job creator? Grade-separated bike trails along freeway alignments! @ArizonaDOT http://tinyurl.com/7vyqflf ADOT: @TripleAvery We have them in a few locations - in fact, there is one under construction in North Phoenix along the CAP. Me: @ArizonaDOT awesome! I know some underpasses. Any plans to design them into freeways? Would love to take 202 dwn tw n 2 work via bike 4 exampl Them: @TripleAvery Oftentimes, ped/bike crossings are funded by local cities so money is always an issue. Crossings are integrated where possible. Me: @ArizonaDOT oh definitely. Let me re-phrase: Does ADOT have any funds allocated to build bike lanes in FWY ROW? Or at all? Is it possible?...</p> <p>3 No response. What I was trying to articulate, and apparently couldn't, was exactly what I had seen on I-70 from Grand Junction to Denver, Colorado. If this were to be implemented, and the South Mountain Freeway be researched and included as a true multi-modal corridor, I would be more willing to lend my support to the project. Thank you very much for your consideration on this much contested issue. Because I clearly was unable to articulate what I was referring to, what I had seen on my trip to Denver should articulate what my words could not (note the location of the bike lane on the diagram located about 1/4 of the way down the page): http://www.fhwa.dot.gov/publications/publicroads/04mar/04.cfm.</p> <p>Thank you for taking the time to respond to this very important e-mail as the South Mountain Freeway decision is one of the most important decisions that will be made concerning the MSA transportation options in the foreseeable future.</p> <p>Sincerely,</p> <p>Anthony A. Avery 6262 East Brown Road Unit 49 Mesa, AZ 85205 480-280-8471 aaavery1@gmail.com</p> <p>Rusty Crerand Constituent Services Officer 206 S. 17th Ave. MD 118A Room 101 Phoenix, AZ 85007 602.712.7856 dcrerand@azdot.gov</p>  <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

Code	Issue	Response
1	Secondary and Cumulative	Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.
2	Purpose and Need	<p>Although the region’s freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22).</p> <p>Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.</p>
3	Design	The study has considered concepts for parallel multiuse paths; however, the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.

Code	Comment Document
1	<p data-bbox="428 445 795 526"> From: Projects To: ADOT Subject: FW: Pro-South Mountain Freeway Date: Friday, June 21, 2013 3:27:09 PM </p> <hr/> <p data-bbox="428 610 857 697"> From: Aaron Avila [mailto:azhikeravila@gmail.com] Sent: Friday, June 21, 2013 1:57 PM To: Projects Subject: Pro-South Mountain Freeway </p> <p data-bbox="428 727 1277 883"> Please build this freeway. The hazardous waste argument is fear mongering and the lost of bike trails is laughable. South Mountain Park, the largest in the country is just to the north, ride or run there. </p> <p data-bbox="428 919 1236 993"> Build it and save traffic issues on I-10 on both sides of the Valley. </p> <p data-bbox="428 1030 1044 1100"> 4538 E. Rock Wren Rd, Phoenix, AZ 85044 623-889-4999 </p> <p data-bbox="428 1141 547 1181"> -- Aaron Avila </p> <p data-bbox="428 1211 941 1231"> <i>"O Sacred Heart of Jesus, I place all my trust in Thee"</i> </p> <hr/> <p data-bbox="428 1302 1292 1362"> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 570">INCOMING CALL DATE: 5/18/13</td> <td data-bbox="857 506 1339 570">INCOMING CALL TIME: 12:07 PM</td> </tr> <tr> <td data-bbox="376 570 857 620">CALLER: KIM AZINE</td> <td data-bbox="857 570 1339 620">CALLER ADDRESS: 4801 E ROVEY AVE, PARADISE VALLEY, AZ 85253</td> </tr> <tr> <td data-bbox="376 620 857 667">PHONE:</td> <td data-bbox="857 620 1339 667">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support the 202 Freeway.</p>	INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 12:07 PM	CALLER: KIM AZINE	CALLER ADDRESS: 4801 E ROVEY AVE, PARADISE VALLEY, AZ 85253	PHONE:	EMAIL:
INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 12:07 PM						
CALLER: KIM AZINE	CALLER ADDRESS: 4801 E ROVEY AVE, PARADISE VALLEY, AZ 85253						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p> From: Randy Babchuk To: Projects Subject: Tolleson Supports the 59th Avenue Alignment Date: Wednesday, June 05, 2013 4:47:27 PM </p> <hr/> <p>The city of Tolleson supports the recommendation of the South Mountain Freeway EIS which recommends the 59th Avenue alignment to connect the South Mountain Freeway to I-10.</p> <p>Randy Babchuk City of Tolleson Parks and Recreation Manager 623-936-2705 Office 623-936-9793 Fax</p> <p>This message has been scanned for malware by Websense. www.websense.com</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p style="text-align: center;">1</p>	<p>From: Projects To: ADOT Subject: FW: Loop 202 Freeway Date: Wednesday, May 29, 2013 1:01:18 PM</p> <hr/> <p>From: Mark Babington [mailto:markb@tenaire-bac.com] Sent: Wednesday, May 29, 2013 12:56 PM To: Projects Subject: Loop 202 Freeway</p> <p>Like it or not and not everybody will be happy with the result but the time for this project to proceed is now. A native Arizonan, I remember all the back lash when the very first freeway was built thru town. What would we do without them now? 2025 will be here before we know it and then where will we be? I vote build it on Pecos it the Gila Indians do not want it on their land.</p> <p>Pls do not add my email to any lists.</p> <p>Best regards,</p> <p>Mark B. Babington, B.S.E.E. President Tenaire Inc. 480 894 9175 Phone 480 967 1319 Fax markb@tenaire-bac.com tenaire@tenaire-bac.com</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; padding: 2px;">INCOMING CALL DATE: 5/29/13</td> <td style="width: 50%; padding: 2px;">INCOMING CALL TIME: NO TIME DISPLAYED</td> </tr> <tr> <td style="padding: 2px;">CALLER: ANTHONY BACCA</td> <td style="padding: 2px;">CALLER ADDRESS:</td> </tr> <tr> <td style="padding: 2px;">PHONE: 602-427-7850</td> <td style="padding: 2px;">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS:</p> <p>Hello, my suggestion on the 202 Loop South Mountain Freeway Study, I would recommend alternative western option, therefore because we need get coming down Broadway and attaching to the Loop 101 already would be a great idea and plus the valley is growing. 99th Avenue and Broadway is going to be full of homes here soon. Again, W-101 alternative western option. Thank you. Have a good day.</p>	INCOMING CALL DATE: 5/29/13	INCOMING CALL TIME: NO TIME DISPLAYED	CALLER: ANTHONY BACCA	CALLER ADDRESS:	PHONE: 602-427-7850	EMAIL:
INCOMING CALL DATE: 5/29/13	INCOMING CALL TIME: NO TIME DISPLAYED						
CALLER: ANTHONY BACCA	CALLER ADDRESS:						
PHONE: 602-427-7850	EMAIL:						

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

Code	Comment Document
1	<p>Brett Bacon Document Created: 7/20/2013 7:06:37 PM by Web Comment Form Looks Good! Now get it done! No more delays please. You are already 10 YEARS behind schedule and costing the community dearly in time and money going the long way around the mountain from Laveen to SE Phoenix. Please get it finished like we were promised almost 30 years ago.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>Sheila Bacon I like it. Please proceed.</p> <p>Document Created: 7/20/2013 7:08:17 PM by Web Comment Form</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>Humberto Badillo Document Created: 5/21/2013 6:07:31 PM by Web Comment Form</p> <p>Thank you for giving us an chance to give our comments on the proposed freeway, the visuals are very helpful. The part of the proposed freeway that really concern's me is the Pecos Rd section of the freeway, specifically the Dusty Lane section. That part of the proposed freeway will cut through one of the best places visually of South Mountain Park. In that part of South Mountain Park, the Gila River Indian Community, Phoenix, and the park all link up in that specific area. From there, one can look west for an uninterrupted view of the magnificent Estrella Mountains. Furthermore, that area contains a jackpot of historical and prehistoric resources that make the Phoenix metro area unique to the rest of the nation. It's no suprise that the City Archaeologist has spent countless days out there recording archaeological sites. Although we always take pride in our Native American population here in Phoenix, it is quite obvious that there is a clear divide between the reservation and the metro area. We see this every time we commute on the 101, the Santan portion of the 202, and even on Hunt Hwy in Chandler. This attitude toward reservation land on our part must change in order to have a united Phoenix Metro, not just Indian land and non-Indian land. We must start with the way we just push a proposed freeway system with out having a clear understading of how people who dont have the means to come to these pulic commnents feel about an 8- lane freeway cutting through there yard. Most of these people dont even have aces to the internet. In short, there is not much I could say about the portion of the freeway that will run north and south because I'm not very familiar with the area. However, I have been to western portion South Mountain Park, particularly the section where the freeway is going to cut through it, and I'm telling you that the area has too much historical and pre-historic relevance, not to mention the visual beauty, for a freeway to be cutting through there. Also, the Pecos Rd section of the freeway will just be another clear division between Phoenix Metro and the reservation. Just go down there yourself, and take a look towards the Estrellas.</p>
2	
3	
4	

Code	Issue	Response
1	Visual Resources	The Final Environmental Impact Statement on pages 4-160 and 4-161 states that construction of the proposed road cuts at the western end of the South Mountains would cause “severe visual impacts” and that these cuts “would be visually inconsistent with the natural setting of the surrounding area.” These impacts would, however, be in a remote, seldom-used area of the Phoenix South Mountain Park/Preserve and not near any major trails. General mitigation measures to minimize these visual impacts are described on page 4-161. These measures would include the incorporation of newly exposed rock faces characteristic of the adjacent natural rock features. Contractors would respond to the faces’ scale, shape, slope, and fracturing to the extent that could be practicable and feasible as identified through geotechnical testing and constructibility reviews. The Arizona Department of Transportation would require the contractor to round and blend new slopes to mimic the existing contours to highlight natural formations. The Arizona Department of Transportation would evaluate having the contractor adjust and warp slopes at intersections of cuts and natural grades to flow into each other or transition with the natural ground surfaces without noticeable breaks. A local example of such treatment would be the cuts associated with Dreamy Draw on State Route 51 in northern Phoenix.
2	Cultural Resources	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Environmental Justice/Lifestyle	The Gila River Indian Community is a sovereign nation, and as such has the authority to regulate land uses and activities on its land (see Draft Environmental Impact Statement, page 2-1 sidebar, “ <i>What is a sovereign nation?</i> ”). Throughout the preparation of the Draft Environmental Impact Statement, consultation and coordination with the Gila River Indian Community has been occurring (see Draft Environmental Impact Statement, Chapter 2, <i>Gila River Indian Community Coordination</i>).

Code	Comment Document


Code	Issue	Response
4	Public Involvement	<p>This study, which began in July 2001, is expected to be completed in 2014. During the study process, community members have had and will continue to have various opportunities to ask questions, express opinions and provide comments about the proposed action (see Chapter 6, <i>Comments and Coordination</i>).</p> <p>To facilitate public input to the environmental impact statement process, a variety of communication tools were used at major project milestones, including:</p> <ul style="list-style-type: none"> • During the EIS process, over 200 presentations were made to community groups, homeowners' associations, chambers of commerce, village planning committees, trade associations, and other interested parties. • Eleven formal public meetings were held. Fifteen days prior to each meeting, display advertising was placed in the <i>Arizona Republic</i>, the <i>Ahwatukee Foothills News</i>, the <i>Gila River Indian News</i>, the <i>East Valley Tribune</i>, <i>La Voz</i>, and the <i>West Valley View</i>. Total distribution was approximately 260,000 newspapers per formal meeting. • One meeting notice flier and four newsletters were distributed throughout the Study Area in the following quantities (per distribution per meeting): 28,500 door hangers, 5,000 inserts in the <i>Gila River Indian News</i>, and 28,000 inserts in the <i>Ahwatukee Foothills News</i>. In addition, newsletters and fliers were sent to over 4,500 individuals on the project mailing list. • The November 2008 project newsletter was mailed to 78,700 businesses and residences in the Study Area and to 3,300 individuals on the project mailing list. • The February 2010 project newsletter was mailed to 62,400 businesses and residences in the Study Area and to 3,600 individuals on the project mailing list. <p>A project Web site was developed to provide the public with project information and obtain feedback. Approximately half of comments received were submitted electronically through the Web site's online survey or e-mail. Over 5,000 comments have been received by the project team.</p> <p>Since 2002, the Arizona Department of Transportation has worked with a South Mountain Citizens Advisory Team, representing various stakeholder groups in the South Mountain Freeway Study Area including Districts 4, 6, and 7 of the Gila River Indian Community and the Interstate 10/Pecos Road Landowners Association. The group met regularly to review environmental and technical data, discuss the interests and concerns of their respective organizations, and to help find a consensus solution for this proposed project. The general public was welcome to attend each one of these meetings. There also have been various community meetings through the course of this study. For a listing of the past South Mountain Citizens Advisory Team and community meetings, visit azdot.gov/southmountainfreeway/meeting_notices.asp#communitypast.</p> <p>Additionally, individual members of the community had an opportunity to review the Draft Environmental Impact Statement, attend the public hearing, attend the forum held at the Komatke Boys & Girls Club in District 6 of the Gila River Indian Community, and provide comments to be included in the Final Environmental Impact Statement.</p>

Code	Comment Document
	<p data-bbox="428 445 919 526"> From: Carissa Bailey To: Projects Subject: Comments on the Loop 202 South Mountain Freeway Date: Friday, May 31, 2013 9:20:43 PM </p> <hr/> <p data-bbox="428 560 478 586">Hello</p> <p data-bbox="211 606 1292 758"> 1 I would like to start by saying I am excited about an alternate route to the NE side of town. I currently work in Chandler and it takes me about 50 minutes to get to work each way. I think my first option would be the W101 Alternative because west side residents will not have to travel far to get to the interchange; specifically the central or west interchange. I think as we improve our freeways in AZ, businesses will be willing to expand to West valley. </p> <p data-bbox="428 778 500 804">Thanks</p> <p data-bbox="428 828 634 854">Carissa Bailey-Wade</p>

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

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: Build the South Mountain Freeway Date: Tuesday, May 14, 2013 9:36:28 AM </p> <hr/> <p>-----Original Message----- From: Neal Baker [mailto:jetblast19@yahoo.com] Sent: Monday, May 13, 2013 10:04 AM To: Projects Cc: info@buildthe202.com Subject: Build the South Mountain Freeway</p> <p>I support the South Mountain Freeway!!</p> <p>Sent from my iPad</p> <hr/> <p>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</p>

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1		Comment noted.

Code	Comment Document
	<p data-bbox="428 445 910 546"> From: Projects To: ADOT Subject: FW: ADOT Loop 202 South Mountain Freeway Study Date: Tuesday, July 02, 2013 8:46:51 AM Attachments: image001.png </p> <hr/> <p data-bbox="428 633 686 868"> Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov  </p> <hr/> <p data-bbox="428 903 910 1014"> From: Richard Baker [mailto:rgbimail@gmail.com] Sent: Monday, July 01, 2013 8:06 PM To: Projects Cc: Councilman Sal DiCiccio Subject: ADOT Loop 202 South Mountain Freeway Study </p> <p data-bbox="428 1040 1261 1141"> How will ADOT ensure that residents that live around/near the Loop 202 South Mountain highway extension won't be infected by the sometimes deadly valley fever fungus? This disease is caused by the dispersal of fungal spores when the soil is disturbed. Highway construction is one of the means by which this dispersal can occur. </p> <p data-bbox="428 1167 1261 1217"> Recently a federal court ordered the removal of up to several thousand inmates out of two California state prisons... </p> <p data-bbox="428 1243 1261 1294"> http://www.latimes.com/news/local/political/la-me-pc-ff-court-orders-inmates-moved-out-of-valley-fever-prisons-20130624,0,2870415.story </p> <p data-bbox="428 1320 1261 1370"> The court judged that these individuals were at risk for getting severe infections or worse due to valley fever. Apparently, 36 people with this fever died over the past 6 years. </p> <p data-bbox="428 1397 1261 1467"> How many valley fever infections does ADOT judge to be an acceptable risk for building the Loop 202 South Mountain freeway? I wonder. Personally, I haven't heard or read how ADOT and the State of Arizona plans to address this issue. </p> <p data-bbox="428 1493 553 1524"> Respectfully, </p> <p data-bbox="428 1550 640 1620"> Richard Baker 3216 E. Ashurst Drive Phoenix, AZ 85048 </p>

1

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

Code	Comment Document
1	<p data-bbox="428 338 1336 366">Paul Balch Document Created: 7/15/2013 11:31:22 AM by Web Comment Form</p> <p data-bbox="428 366 1087 395">This is a much needed freeway! You have my complete support!</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p data-bbox="428 445 801 526"> From: Projects To: ADOT Subject: FW: 202 freeway Date: Monday, May 20, 2013 8:32:27 AM </p> <hr/> <p data-bbox="428 633 1205 741"> -----Original Message----- From: Norman.V.Balderrama@wellsfargo.com [mailto:Norman.V.Balderrama@wellsfargo.com] Sent: Saturday, May 18, 2013 7:51 AM To: Projects Subject: 202 freeway </p> <p data-bbox="428 762 1019 808"> This is a must in our south mountain community. Norman balderrama Thanks, </p> <p data-bbox="428 828 686 889"> Norman Balderrama Las Avenidas Market President (602) 378-1259 </p> <p data-bbox="428 909 1286 999"> This message may contain confidential and/or privileged information. If you are not the addressee or authorized to receive this for the addressee, you must not use, copy, disclose, or take any action based on this message or any information herein. If you have received this message in error, please advise the sender immediately by reply e-mail and delete this message. Thank you for your cooperation </p> <hr/> <p data-bbox="428 1080 1286 1171"> Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments. </p>

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p>1</p>	<p style="text-align: right;">Document Created: 7/15/2013 1:29:37 PM by Web Comment Form</p> <p>James Ball I favor the W101 plan because it makes the most sense as an extension of the current 101 Loop.</p>

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

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 506 1342 667"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 5/18/13</td> <td data-bbox="857 506 1342 572">INCOMING CALL TIME: 2:49 PM</td> </tr> <tr> <td data-bbox="376 572 857 620">CALLER: LINDA BANDLER</td> <td data-bbox="857 572 1342 620">CALLER ADDRESS: 7130 N. 2ND PLACE, PHOENIX, AZ 85020</td> </tr> <tr> <td data-bbox="376 620 857 667">PHONE:</td> <td data-bbox="857 620 1342 667">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: And I support the South Mountain Freeway. Thank you.</p>	INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 2:49 PM	CALLER: LINDA BANDLER	CALLER ADDRESS: 7130 N. 2 ND PLACE, PHOENIX, AZ 85020	PHONE:	EMAIL:
INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 2:49 PM						
CALLER: LINDA BANDLER	CALLER ADDRESS: 7130 N. 2 ND PLACE, PHOENIX, AZ 85020						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: I support building the 202 Date: Wednesday, May 15, 2013 10:45:43 AM </p> <hr/> <p> From: Jeff Banker [mailto:jbanker@bankerinsulation.com] Sent: Wednesday, May 15, 2013 9:48 AM To: Projects; info@buildthe202.com Subject: I support building the 202 </p> <p>To whom it may concern,</p> <p>I believe this project should be approved for many reasons. The studies that have been done show that this project delivers the most "bang for the buck" and in today's economy that is important. Along with relieving serious traffic issues this project will create many needed jobs and help boost the local economy.</p> <p><i>Regards,</i></p> <p> Jeff Banker Banker Insulation, Inc. 602.273.1261 Office 480.553.5657 Fax www.bankerinsulation.com </p> <p>This electronic message transmission, which includes this e-mail message and any attachments, is confidential, for the sole use of the intended recipient(s) named herein and may contain confidential and/or privileged material. If you are not the intended recipient, be aware that any review, dissemination, disclosure, copying, distribution or use of the contents of this electronic message transmission is strictly prohibited. If you have received this electronic transmission in error, please immediately contact the sender by reply e-mail, destroy all hard copies of the original message and attachments and permanently delete the original and any electronic copies of this e-mail from your system.</p> <hr/> <p> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p>1</p> <p>2</p> <p>3</p> <p>4</p> <p>5</p> <p>6</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>	<p>MR. BANYAI: James Banyai. My concern is the lack of alignment of the northern portion -- northbound portion, southbound portion with the 101. And I understand it's not even being talked about anymore. They say, oh, it's still on the table, but nobody's addressing it. That's a concern. I think that's going to be the biggest congestion in the whole mess. It's doubling the traffic flow through there and it's doubling the cost because you've got two T intersections and they're huge, both of them.</p> <p>We're extending the 101 directly south and then bringing it over would make a lot more sense and it would be a loop. Right now it's not a loop. It's two Ts. That would be, I don't know, four miles or so of congestion. People trying to get to Los Angeles and back are going to be slowed down even more than they are today. People coming north have to swing east and then south, and that common area they're fighting the northbound or fighting the southbound traffic trying to get onto I-10. So to me it's a very poor choice as far as alignment. And I probably won't be around to see it. I'm 72 years old right now, but I think that's a major flaw in what I see today.</p> <p>The other one would be -- I guess I don't</p>
<p>Page 7</p> <p>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>	

Code	Issue	Response
1	Alternatives, W59 Alternative Versus W101 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Design	The proposed connection to Interstate 10 (Papago Freeway) would include substantial improvements (widening) along Interstate 10 to allow traffic to and from the South Mountain Freeway to enter and exit the Interstate 10 main line smoothly (see page 3-48 of the Final Environmental Impact Statement).

Code	Comment Document
<p style="text-align: center;">3</p>	<div style="border: 1px solid black; padding: 10px;"> <p>1 quite understand -- ignoring of working with the 2 Indian community to put the -- at least half of the 3 eastbound portion south of South Mountain on the 4 other side of the power line easement. Just run the 5 power down the center, half of it at least on Indian 6 land.</p> <p>7 And I think as far as the Indian 8 community would be the least affected -- least impact 9 on them. They'd lose some farmland, but it's a lot 10 different than losing mountains, the corner of South 11 Mountain, and the noise would be alleviated somewhat 12 to South Mountain people.</p> <p>13 But, you know, our wonderful planners 14 have not established firm right-of-way plans early 15 enough to make a difference, and that's why it's so 16 expensive. I'm disappointed in the political aspects 17 of that, I guess.</p> <p>18 I think the 101 extension should have 19 gone between the border of Tolleson and is it 20 Avondale? And I realize it's been hard on those 21 communities, but people built in the way of it 22 thinking that for years, and it's kind of an impact 23 that they devised themselves. And they could join 24 with Laveen and join together and make common 25 communities, not little provincial states. So that</p> </div> <p style="text-align: right;">Page 8</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
<p style="text-align: center;">3</p>	<p>Alternatives, Gila River Indian Community Alignment</p>	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>

Code	Comment Document
	<div data-bbox="450 399 1339 1663" style="border: 1px solid black; padding: 10px;"> <p>1 kind of argument is apparently fallen by the wayside.</p> <p>2 I'm sorry to see that. That's all I have to say.</p> <p>3 (The proceedings concluded at 2:00 p.m.)</p> <p>4</p> <p>5</p> <p>6</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p> </div>
	<p style="text-align: right;">Page 9</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 5/16/13</td> <td data-bbox="857 506 1339 572">INCOMING CALL TIME: 11:14 AM</td> </tr> <tr> <td data-bbox="376 572 857 620">CALLER: CYNTHIA BARAZA</td> <td data-bbox="857 572 1339 620">CALLER ADDRESS: 118 WEST PUEBLO AVENUE, PHOENIX, AZ 85041</td> </tr> <tr> <td data-bbox="376 620 857 669">PHONE: 602-276-3534</td> <td data-bbox="857 620 1339 669">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I am in support of the South Mountain Freeway. Thank you.</p>	INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 11:14 AM	CALLER: CYNTHIA BARAZA	CALLER ADDRESS: 118 WEST PUEBLO AVENUE, PHOENIX, AZ 85041	PHONE: 602-276-3534	EMAIL:
INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 11:14 AM						
CALLER: CYNTHIA BARAZA	CALLER ADDRESS: 118 WEST PUEBLO AVENUE, PHOENIX, AZ 85041						
PHONE: 602-276-3534	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>4175</p> <p>1 adding trucks and a longer length of I-10 that will 2 congest the traffic even more, so the faster you can get 3 them off I-10, the better off we will all be.</p> <p>4 Other than that, I hope that they build it 5 quickly, you know, cause this would not take forever to 6 build.</p> <p>7 Okay. Thank you very much.</p> <p>8 MR. HUSTON: I just want to say that I am 9 in favor of the project and after I've reviewed all the 10 boards and the entire process, it seems to make sense 11 what they've narrowed it down to. I think, based on cost 12 alone, it seems like 59th is the best alternative. If 13 cost weren't a factor, I think some of the ones that go 14 further to the west would also be nice to help tie into 15 the west valley. It seems like a long time coming.</p> <p>16 It seems like a great project. I think it 17 would be good for, not only our freeway system, but 18 putting people back to work. Overall I just think it 19 would be a really good thing for the community.</p> <p>20 That's it.</p> <p>21 MR. BAREHAND: My name is Harlan Barehand. 22 I'm from the Gila River Indian Community. I'd like to 23 thank ADOT for finally listening to us and not putting it 24 on the Reservation. I just got through seeing a video 25 next door; it was beautiful. I think it works out fine.</p> <p style="text-align: right;">Page 3</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

1

Code	Issue	Response
1		Comment noted.

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

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

Code	Comment Document
	<p>1 be their fifth time. Four times we said no and they 2 still want to bring it up. I think it's just the 3 landowners that want to -- that are standing to make a 4 lot of money off the freeway. It's not but a handful of 5 them. I'm one of the handful. I would make a lot of 6 money off of it.</p> <p>7 I also realize that the land is more 8 important itself because I need to keep that within my 9 family to hand down to my children and their children, et 10 cetera, et cetera. If we do it this way, we would lose 11 it forever. They'd never have it. And it just decreases 12 our Reservation by a thousand acres. Originally our 13 reservation went down to Van Buren Street. You can 14 imagine all this land all the way across we lost all to 15 the City of Phoenix.</p> <p>16 What have we got for it? 17 Nothing.</p> <p>18 It wouldn't have done us any good the way 19 they had everything set up. They had nothing for us to 20 really build any businesses next to the Reservation. 21 They really didn't consider Indians. The cost of having 22 exits put on was their argument, it would cost too much 23 to have all the exits. But they were here to serve the 24 traffic problem and that was it. I just remember the 25 first meeting they had when they said that we have a</p>
	<p style="text-align: right;">Page 5</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
	<p>1 traffic problem. ADOT said, "We have a traffic problem." 2 When it was my turn to speak, I said, "No 3 you have a traffic problem. Gila River does not have 4 one. We didn't have a transportation problem. We have 5 no transportation problems." 6 But I just want to say, thank you very 7 much for the Arizona voters for not putting it on the 8 Reservation. I thank you very much for ADOT to finally 9 come to the decision to put it on the boundaries to it. 10 I think that works out well. And I've seen the video; 11 it's beautiful; it's gorgeous. Laveen will benefit big 12 time and so will the Ahwatukee community, too, I think. 13 As far as the Gila River is concerned, we 14 have a long ways to go to develop our own. Until we have 15 complete control, we have to work on our own Tribal 16 Council and people that we elect in our districts. Since 17 all this money thing waged with the casino and all, it 18 has really changed quite a lot of attitudes for a lot of 19 people. I think that when our people become more 20 educated, we can start handling our own real estate, our 21 own financial affairs, our own businesses and so forth, 22 then we can step into those shoes. Then we can start 23 dealing with it. We can have our own economy boost. 24 As it is, I'm pretty sure we're still 25 probably at poverty level, a third-world country even</p>

Code	Issue	Response

Code	Comment Document
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1 though we're right next door until we and our kids and
 2 our people realize that we can make bigger strides if we
 3 apply ourselves and our children and not be afraid to
 4 stand in places where we need to stand up. That's about
 5 it.

6 Thank you very much.

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

15 I-10 is like a parking lot sometimes.
 16 There's no development of businesses. I mean, there's
 17 nothing. We need that desperately, and so I strongly
 18 encourage the 202 to be developed as soon as possible
 19 without any delays cause we definitely need it.

20 UNIDENTIFIED SPEAKER: One of the things I
 21 want to stress is that when I purchased my house in
 22 November of 2007 I saw the possibilities of development
 23 and I was assured that it was going to be developed. It
 24 subsequently has not. As a matter of fact I understand
 25 because of the economic situations, things had a way of

Code	Issue	Response
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Code	Comment Document
<p style="text-align: center;">1</p>	<p style="text-align: center;">4366</p> <p>1 tribes in Southern Arizona, being Tohono O'odham, Ak 2 Chin, Salt River Indian Community, culturally it affects 3 them and is disgusting to see how this is still being 4 pushed forward.</p> <p>5 THE FACILITATOR: Thank you.</p> <p>6 If anybody else who has not registered would 7 like to speak at the hearing, please make sure that you 8 register at the registration desk and then come before 9 us.</p> <p>10 If you need additional time, please, if you 11 would like to make additional comments, please give your 12 comments to the court reporter. Thank you.</p> <p>13 Harlan Barehand.</p> <p>14 MR. BAREHAND: Good morning, sirs. Thank you 15 for the opportunity to come and speak with you this 16 morning. I am Harlan Barehand, I'm registered with the 17 Gila River Indian Community. Thank you very much for not 18 putting it on our reservation, we appreciate that very 19 much. I hope that it will stay off our borders and into 20 the Ahwatukee and the Laveen area. And I think that we 21 can benefit financially through them, but our reservation 22 as it is is very small and we cannot afford to lose any 23 more land as it is. And history tells us that the 24 original Gila River boundaries is Van Buren on this side, 25 so you're asking for Gila River land, but that's history.</p> <p style="text-align: right;">Page 21</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
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1 I came here primarily because I understood that
 2 the freeway was going to make a loop and enter our
 3 reservation at Pecos Road, and my niece just told me that
 4 I was mistaken, that it's not going to, that it is going
 5 to stay on Pecos Road, so my presentation is really
 6 ineffective and has no balance as to -- like I said, my
 7 whole thought is to not put anything on the reservation,
 8 because we cannot lose any more land, and I congratulate
 9 you on the wise decision not to put it on the Ahwatukee
 10 side, and I think that'll be best for everybody and speed
 11 up the process of the freeway and so forth. And I thank
 12 you very much, and that's all I have to say. Thank you.

13 THE FACILITATOR: Thank you.
 14 Do we have another name up there? There it is.
 15 Dave Von Tersch. Did I pronounce that right?
 16 Dave Von Tersch.

17 As a reminder, anyone in the auditorium, if you
 18 would like to speak just register at the front desk, your
 19 name will appear on the screen, and we will call you up.

20 Ken Lapierre.

21 Dave Von Tersch, is that you, sir?

22 MR. VON TERSCH: Hi, my name is Dave Von Tersch,
 23 I live in Ahwatukee. I'd like to suggest, as long as
 24 there's no ordinance against it or law against it, that
 25 the committee 202 project team might consider a

Code	Issue	Response
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Code	Comment Document
<p>1</p>	<p>4404</p> <p>1 commute. Thank you.</p> <p>2 THE FACILITATOR: Thank you.</p> <p>3 The next speaker, could you use this microphone,</p> <p>4 please. Thank you, ma'am.</p> <p>5 Raven Barehand.</p> <p>6 As we're waiting for the next speaker, I'd like</p> <p>7 to remind you to refrain from clapping or making comments</p> <p>8 regarding any speaker's position on any of this out of</p> <p>9 respect for their position.</p> <p>10 Ms. Barehand, you can use this microphone here.</p> <p>11 You have three minutes, the timer is here in front of</p> <p>12 you. You may begin.</p> <p>13 MS. BAREHAND: Okay. Hi, my name is Raven</p> <p>14 Barehand, I live over there in Laveen and Komatke in the</p> <p>15 Hillcrest area. One thing I'd like to say is that that</p> <p>16 freeway would steal the blue from the Estrella Mountain</p> <p>17 range. It's a brilliant blue, it's a brilliant, cobalt</p> <p>18 blue or very bright blue. There's no other mountain</p> <p>19 around here that is that blue as that mountain, and on</p> <p>20 days when there is a lot of smog that comes in from</p> <p>21 Phoenix, that mountain turns gray. And so I know that it</p> <p>22 would cause more emphysema, a lot of people don't want it</p> <p>23 but the thing is it would cause a lot more sicknesses to</p> <p>24 come to that area.</p> <p>25 I know that the people who were pushing to have</p> <p style="text-align: right;">Page 71</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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

Code	Comment Document
2	<p>1 their freeway built, they are thinking of economic 2 development, but that's just people who are money -- they 3 always want more money and some that is -- you can't buy 4 that blue, you can't go back there and repaint it blue. 5 So I just -- I'm against building of that.</p> <p>6 I know we do need some kind of a roadway, 7 because the existing 51 that turns into belt line is too 8 small and we do need some kind of a widening through 9 there to stop all this speeding and accidents; and when 10 emergency vehicles need to get through, we do need more 11 of a -- we do need a road or widening of that road, but 12 for something like an eight-lane freeway, that's not 13 really necessary. They can even do a smaller, two-lane 14 or something that wouldn't cause so much traffic that 15 would bombard, and it would -- there would be too much 16 air pollution with an eight-lane freeway.</p> <p>17 And so those are the points I wanted to make, 18 and I know -- I am hoping that this doesn't go through, 19 especially because we're trying to break a lot of rules 20 to get it passed and hold back the studies and lying and 21 moving information around; that just shows that they're 22 shady, there's something wrong with that, there's 23 something very wrong with what they're trying to do in 24 passing that eight-lane freeway. So that's everything I 25 have to say and I appreciate, you know, you having this</p>
3	
4	
Page 72	
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Code	Issue	Response
2	Alternatives	An alternative that included widening 51st Avenue and Beltline Road was considered as part of this study. It was called the Riggs Road Alternative (see Final Environmental Impact Statement page 3-9). The Riggs Road Alternative would be almost entirely on Gila River Indian Community, would not complete the loop system as part of State Route 202L, and would require substantial out of direction travel. Therefore the alternative would not meet the project's purpose and need criteria and was eliminated from further study. Similarly, the concept of building an arterial or a parkway was also considered. In the best-case scenario, a parkway would carry approximately 105,000 vehicles per day, well below the average daily traffic on the proposed freeway, which would range from 117,000 to 190,000 vehicles per day (see Final Environmental Impact Statements page 3-19). As a result, the Arizona Parkway would lack sufficient capacity to meet projected travel demand. The Arizona Parkway would not adequately address the projected transportation system capacity deficiency, would not remove a sufficient amount of traffic from arterial streets, and, therefore, would not meet the project's purpose and need. For these reasons, the Arizona Parkway was eliminated from further consideration.
3	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
4	Purpose and Need	The Federal Highway Administration and the U.S. Environmental Protection Agency approved the air quality conformity determination that includes the Maricopa Association of Governments regional travel demand model that produced the traffic projections used in the traffic analysis for the project (see Draft Environmental Impact Statement page 3-27). The model projects demand for multiple modes of travel, including automobile, bus, and light rail. Key model inputs used to forecast travel demand in the Study Area included socioeconomic data (based on land use plans and population and economic forecasts), the anticipated average number of vehicle trips within the region on a daily basis, the distribution of transportation modes used by travelers in the region, the capacity of the transportation infrastructure to accommodate regional travel, and the future transportation infrastructure. The project team used the most recent and reliable data available. The Final Environmental Impact Statement (Chapter 1, <i>Purpose and Need</i> , and Chapter 3, <i>Alternatives</i>) provides more detail on the data inputs to the modeling effort and discussions of the assumptions used. The Maricopa Association of Governments approved new socioeconomic projections in June 2013. The new data are presented in the Final Environmental Impact Statement (see page 1-11). Although slower growth in total vehicle miles traveled was noted, the need for the freeway did not change. The revised traffic analysis validated that the proposed project is needed today.

Code	Comment Document
	<p>1 forum open, so no build. Do not build Loop 202. Thank 2 you.</p> <p>3 THE FACILITATOR: Thank you.</p> <p>4 If there's anyone in the auditorium that would 5 like to speak, please make sure you're registered at the 6 front desk. Your name will appear on the screen and 7 we'll call you up in the order that you register.</p> <p>8 Again, if there's anyone in the ballroom who 9 would like to speak, please make sure you register at the 10 front desk. Thank you.</p> <p>11 Ruben Gallego.</p> <p>12 MR. GALLEGO: Hello.</p> <p>13 THE FACILITATOR: Mr. Gallego, you have three 14 minutes, here's the timer. Please begin.</p> <p>15 MR. GALLEGO: Thank you. My name is Ruben 16 Gallego, I'm a resident of South Mountain, I live right 17 next to the mountain, I'm also the state representative 18 for the area that would be impacted by this freeway. I 19 represent the Laveen area, South Mountain, Gila River 20 Indian Community, as well as portions of the west side of 21 Phoenix. I'm here in support of the 202 highway, not 22 only as a resident, but also as a representative of the 23 people in the district. For years I've been hearing 24 about complaints in terms of traffic and traffic 25 congestion. A lot of the jobs that are currently being</p>
	<p style="text-align: right;">Page 73</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
1	<p style="text-align: center;">PROCEEDINGS</p> <p>THE REPORTER: Please state your name.</p> <p>MS. BAREHAND: Raven Barehand.</p> <p>My first thought is, you know, instead of an eight-lane freeway, why not have a four-lane freeway in the style of the Maricopa Freeway? That's one thought. That way the people who are concerned about the animals that might lose access to that area, they can run across, you know, they'll chance it just like they do with the freeway now, but at least they get across to their different territories.</p> <p>And the four-lane freeway wouldn't attract the constant, you know, there would be -- it wouldn't be such a draw of so much traffic, because you can see the Maricopa Freeway and even though there's a ton of traffic, they use that Maricopa Freeway, and it's -- it gives them space. It's not just congested all the time. And so that's my thought on that.</p> <p>And the other thought is the money that they would save on building an eight-lane freeway with all that concrete laying and everything, they could just build a wall to shield the people in District 6 in that housing development and the hospital from the noise. They could plant a lot of</p>
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Code	Issue	Response
1	Alternatives	The concept of building a four-lane freeway would be similar to an alternative that was considered, the Arizona Parkway. In the best-case scenario, a parkway would carry approximately 105,000 vehicles per day, well below the average daily traffic on the proposed freeway, which would range from 117,000 to 190,000 vehicles per day (see Final Environmental Impact Statements page 3-19). As a result, the Arizona Parkway would lack sufficient capacity to meet projected travel demand. The Arizona Parkway would not adequately address the projected transportation system capacity deficiency, would not remove a sufficient amount of traffic from arterial streets, and, therefore, would not meet the project's purpose and need. For these reasons, the Arizona Parkway was eliminated from further consideration.
2	Biology, Plants, and Wildlife	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Noise	

Code	Comment Document
4	<p>1 trees to kind of offset the carbon dioxide and, you 2 know, have reminders about updating your vehicle 3 along the sides. And the ecological conservation or, 4 you know, when they design the freeway, little 5 information about the animals that live in the area, 6 you know, "Please respect us, we live here too," you 7 know, just little cute things. I mean, that would be 8 a good education for the people who come through, 9 like visitors. They don't know the desert animals 10 out here and their habitat and everything. So that 11 would kind of educate on that.</p> <p>12 And what else? There was something else.</p> <p>13 How -- I wanted to know how do we -- because we could 14 put it on the reservation and it's less invasive and 15 then the tribe people who want money for their land 16 would get, you know, something, and it wouldn't tear 17 up that mountain. And I was one of the people who 18 said no freeway, no freeway, no freeway, but I 19 changed my mind, because this two-lane freeway of 20 51st and Beltline, every time I hear those sirens and 21 I know they can't get through, because that two-lane 22 gets backed up and where there's 20 cars sometimes. 23 And during the rush-hour traffic, you'll just see a 24 straight stream of cars, and there's no way. And 25 then you hear the sirens, and I'm thinking, God, how</p>
5	<p style="text-align: right;">Page 3</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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

Code	Comment Document
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Code	Issue	Response
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1 did those ambulance and fire trucks get through?
 2 And then I know throughout the years that
 3 two-lane freeway is too small anyway, it's like a
 4 two-lane freeway, but the oncoming traffic is versing
 5 each other. So we've had -- my ex-boyfriend was in a
 6 real deadly accident, and they were sober, and it was
 7 just the big 18-wheelers that go through and they go
 8 really fast. And here it would be like the people
 9 who didn't drive that much, and they get scared,
 10 people that are slow, and I've been doing it when I
 11 was younger and I was a daredevil, and I would get
 12 past there and almost get in accidents twice. And
 13 that's a dangerous two-lane highway.
 14 I know we need another way through here,
 15 and I went to the end of the freeway where the
 16 freeway ends, and I said, we do -- they're going to
 17 build it no matter what, I hope they don't cut that
 18 mountain open. And I'm going to have to change my
 19 stance to, yeah, build it on the res, because before
 20 I was saying we don't owe them any more land, they
 21 keep taking little bits and pieces. Because in
 22 Ahwatukee, that was Gila River land in the '70s, and
 23 my uncle who kind of watches the council's decisions,
 24 he said, "When did we give that land away? For
 25 what?" And it was our land. The map showed it, and

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Code	Comment Document
	<p>1 now it's not our land. And there's no documentation. 2 And that was before they were really watching. 3 That's before on the other side, or whatever. 4 That's just how I feel. 5 And it would benefit our businesses a 6 little bit. I know they were already thinking of 7 that. I was one who said no freeway, no freeway, no 8 freeway. Now I'm saying a four-lane freeway, not an 9 eight-lane freeway, and then something to block the 10 noise, something to clean the air. Something to let 11 the animals go through, they just chance it, and 12 that's it. Those are my ideas. 13 THE REPORTER: Okay. Thank you very much. 14 MS. BAREHAND: I was wondering if I could 15 make another statement. 16 THE REPORTER: Yes, of course. 17 MS. BAREHAND: Maybe a program could be 18 started when -- what we notice on the reservation is 19 that a lot of people who work in Phoenix will live in 20 Tucson or in Maricopa, and you know, or Casa Grande, 21 and they go back and forth. And so maybe people 22 could get some kind of credit or a tax break for 23 living in the town where they work. Because they're 24 taking air out -- bad air out of the, you know, out 25 of the atmosphere, or tax for fuel efficient</p>
	Page 5
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Code	Issue	Response

Code	Comment Document
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1 vehicles, some kind of discount, like at the DMV, or
 2 something like that, to encourage more people getting
 3 the fuel-efficient cars. And so that -- so that will
 4 reduce the air pollution and then the travel. So
 5 that might benefit -- and then having -- encouraging,
 6 I don't know, but through the City of Phoenix, maybe
 7 encouraging more job advertisers who list the city
 8 they're in or the area they're in. That way people
 9 in that area will comply to that area, because they,
 10 a lot of times, they don't tell you, so that's just
 11 something to benefit the air.

12 And there was something else. I can't
 13 remember. I can't remember, but if I remember, I
 14 will come back and tell you again.

15 THE REPORTER: Okay. Thank you.

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Code	Issue	Response
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Code	Comment Document
1	<p style="text-align: center;">***</p> <p>MS. BAREHAND: Raven Barehand.</p> <p>It is wrong that they don't have the study available at the Cesar Chavez Library because that is the closest library to the area that would be most impacted on the reservation, the District 6 area, or even the Ocotillo branch is close, that's in the southwest of Phoenix. But all these studies are being made available at three public libraries, and they are all far away.</p> <p>And that shows that they are doing dirty work, kind of manipulating this whole situation. And it also shows down there on their EIS study they're blatantly lying. There's a part there that says it doesn't do cultural damage, and that is a lie. It shows that they weren't -- they didn't -- they don't have a connection with the people here, and they don't care about the people's culture here, because if they did, they would be talking to all these many voices who keep saying no 202. There's a -- that's our cultural -- that's what we're about, that's our man in the maize, that's Jesus Christ coming back to earth, that's who gave us this O'odham land. And it is a direct attack on our O'odham hemda. Our Pima way of life, our Pima and Tohono O'odham way of life.</p>
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3	

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Code	Issue	Response
1	Public Involvement	The Draft Environmental Impact Statement was made available for the public to view online at <azdot.gov/southmountainfreeway>. Hardcopies were also made available for viewing at the following locations: Phoenix Public Library - Burton Barr Branch, Phoenix Public Library - Ironwood Branch, Avondale Public Library - Sam Garcia Western Avenue Branch, Tolleson Public Library, and the Arizona Department of Transportation Environmental Planning Group. Hardcopies of part or all of the Draft Environmental Impact Statement were also made available at the FedEx Office Print & Ship Center in Ahwatukee Foothills Village. A public forum was held in at the Komatke Boys & Girls Club on Saturday June 22, 2013. All study materials were available at that time for review and comment.
2	Cultural Resources	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Public Involvement	The entirety of Chapter 2 of the Final Environmental Impact Statement is devoted to coordination and involvement with the Gila River Indian Community. A public forum was held in at the Komatke Boys & Girls Club on Saturday June 22, 2013. All study materials were available at that time for review and comment. Additional details related to the public outreach surrounding the release of the Draft Environmental Impact Statement can be found in Chapter 6, <i>Comments and Coordination</i> .

Code	Comment Document
	<div data-bbox="450 393 1336 1663" style="border: 1px solid black; padding: 10px;"> <p>1 We are here still as people with a language, and it's 2 not going to go away.</p> <p>3 And God will not let this happen. God is 4 on our side. He doesn't like that his mountain is 5 being destroyed. And these are lies and 6 manipulations to give them right-of-way that they've 7 already decided on, that they've already approved. 8 And this is a mockery that we even have a say right 9 here, but we do have a say. We know that they have 10 all these deals in place. The asphalt workers are 11 ready to go, ready to pour. They're already ordering 12 the supplies. They already have this whole plan in 13 place. This is all a farce. And you can tell that 14 they had it all worked out, maybe years ago, because 15 why would they not have the library access for us? 16 In Casa Grande, that Gila River has a, you know, it's 17 available in Sacaton. That's only Sacaton. But they 18 did not put the libraries that are of easy access to 19 the Pima. They make sure it's far away, in places 20 where people who don't even care about this area can 21 access this, but it's not even -- it's at the Burton 22 C. Central Library, but that's only because it's the 23 main library, even that is hard to get to from here.</p> <p>24 But I just want to say that they left out 25 our cultural information. There is nothing out here</p> </div> <p style="text-align: right;">Page 20</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
4	<p>1 about the Pima and Maricopa tribes. There is nothing 2 about Gila River on this EIS study. There's nothing 3 about the culture, the animals, nothing about it. It 4 is all presented very one sidedly, and that's why 5 this big, huge eight-lane freeway will not be built. 6 We can let them put a two-lane level freeway, but 7 this eight-lane freeway will not be built. I can 8 speak right now. Yahweh will not let this freeway be 9 built. That is not happening. It is not going to 10 happen. No eight-lane freeway is going to be built. 11 That South Mountain is not going to be 12 blasted, God's creation, his cultural marker for this 13 tribe that goes from south of Flagstaff all the way 14 down into Mexico is not going to be blown apart, and 15 that is not the key to destroying my tribe, so that 16 you can take my people's land in the year 3000, which 17 is your plan, and I know. I already seen it in the 18 paper. No. 19 20 21 22 23 24 25</p>
5	

Code	Issue	Response
4	Cultural Resources	Sensitive and confidential information regarding Native American sacred sites is not included in the Draft Environmental Impact Statement, a public document, as a means of protecting them. This information is included in the technical reports prepared for the project and is kept confidential.
5	Alternatives, No-Action (No-Build) Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
1	<p style="text-align: right;">Document Created: 5/21/2013 5:30:12 PM by Web Comment Form</p> <p>Dianne Barker Thank you for the opportunity to participate in your very well organized Draft South Loop 202 EIS. I have spoken to the panel, gave testimony to the recorder, and entered my written comments. Just because I don't favor building, as specifically previously stated, the 202 loop, and think that ADOT simply is regurgating old State Board adoption, does not mean I am personally against ADOT. On the contrary, believe ADOT, our state "multi-modal" stated entity CAN do better! Good luck in the best endeavor, ADOT!!</p>

Code	Issue	Response
1		Comment noted.

Estudio de la Autopista
South Mountain
LOOP 202

2013

Reporte Del Impacto Ambiental
FORMULARIO DE COMENTARIOS

Comentarios Adicionales: is simply "Old ADO". It's rather unchanged since ADOT State BOARD'S 1980's approval.

1 What is needed is an holistic review of all transportation of MAG with ADOT enjoining "Broadway Curve" - culprit of most pollution & congestion in Arizona!

2 Neither should we pay more debt on our children with status quo exorbitant right-of-way costs pay (and owners "highest build out" modicum deaths, semi-trailers, experienced public response to crash freeway accidents.

3 We need safe, efficient, useful, sustainable, affordable, state-of-art regional connective transportation. Even consider high-speed elevated fast train from Tucson to Phoenix around Broadway Curve as viable alternative!

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

13-100

PARA MÁS INFORMACIÓN:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	Alternatives	<p>Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No-Action Alternative).</p> <p>The proposed freeway is part of the multimodal <i>Regional Transportation Plan</i> (see Final Environmental Impact Statement page 1-5 for more information regarding the <i>Regional Transportation Plan</i>). The determination of purpose and need for the proposed project includes an assumption that substantial improvements would be made to the Interstate 10 corridor between State Route 51 and U.S. Route 60 (see Final Environmental Impact Statement page 1-13). The Maricopa Association of Governments, in coordination with the Arizona Department of Transportation recently completed the Southeast Corridor Major Investment Study (see <azmag.gov/Projects/>) and developed multimodal concepts for addressing transportation issues in the Interstate 10 corridor. Even with these planned improvements to Interstate 10, the proposed project remains a vital component of the Regional Freeway and Highway System.</p>
2	Acquisitions and Relocations	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Safety and Health	To reduce the number of freeway accidents and the expenses associated with responding to them, particular attention was paid to safety factors in the design of the proposed freeway. The proposed South Mountain Freeway's eight-lane section is shown on Final Environmental Impact Statement page 3-58, with discussion and remarks that the freeway would be consistent with the design of other freeways in the region and thereby would improve driver expectancy and safety. The sidebar on Final Environmental Impact Statement page 3-59 discusses the safety features of auxiliary lanes (used at traffic interchanges) for facilitating acceleration and deceleration, thereby reducing potential conflicts with through-traffic and travelers merging onto or exiting from the proposed freeway.
4	Alternatives	<p>Alternatives were screened for their (see Final Environmental Impact Statement page 3-3):</p> <ul style="list-style-type: none"> • ability to satisfy purpose and need • ability to minimize impacts on the human and natural environments • ability to improve operational characteristics of the region's transportation system • degree of public and political acceptability • ability to be constructed within project budget

Code	Comment Document
	<div style="text-align: center;"> <p>Estudio de la Autopista South Mountain LOOP 202</p> <p>2013</p> <p>Reporte Del Impacto Ambiental FORMULARIO DE COMENTARIOS</p> </div> <p>Gracias por participar en el proceso de recopilación de comentarios sobre el Reporte del Impacto Ambiental del proyecto de la autopista South Mountain.</p> <p>ADOT alienta a todos los interesados, a presentar sus comentarios por escrito sobre cualquier aspecto del Reporte del Impacto Ambiental. ADOT considerará todos los comentarios en la preparación final de este reporte e incluirá las respuestas a todos los comentarios, conclusiones finales sobre impactos potenciales, y la recomendación final de ADOT.</p> <div style="border: 1px solid black; padding: 5px;"> <p>Para ADOT es muy útil recibir comentarios sobre:</p> <ul style="list-style-type: none"> • Alguna alternativa en particular, cuál sería su impacto ambiental y las medidas propuestas para reducir dicho impacto. • Cualquier información que usted sienta que está incompleta o incorrecta. • Cómo le afectará a usted la acción propuesta. </div> <p>Los comentarios deben ser recibidos o tener el sello postal con fecha límite del 24 de julio de 2013. <i>Anfara</i></p> <p><i>Thank you for the opportunity to be heard and considered in my following statement ADOT:</i></p> <p><i>Am favoring "no build" scenario. 40CFR1502.4 stipulates this EIS be "rigorous exploration" of alternatives. Any real transportation/congestion/pollution problem with determined action upon needs herein, should be current "multi-modal". EVEN MAG's RTP in last 15 years considers all modes, not just "freeway" in oxymoron due to expensive costs, etc.</i></p> <p><i>South loop 202 and its W59/E1 parts</i></p> <p>Opcional Nombre <u>Dianne Barker</u> Correo Electrónico <u>dham11ey-hos.com</u> Dirección <u>809 N. 5th Ave #1303</u> Ciudad <u>ARIZONA</u> Estado <u>AZ</u> Código Postal <u>85003</u> Teléfono <u>(602) 281-0917</u> Fax _____</p> <p>Los comentarios deben ser recibidos o tener el sello postal con fecha límite de Julio 24, 2013. Los comentarios pueden ser depositados en la reunión de hoy, enviados por correo electrónico a projects@azdot.gov o por correo regular a : ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007</p> <p>ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150</p> <p>ADOT U.S. Department of Transportation Federal Highway Administration</p> <p>PARA MÁS INFORMACIÓN: azdot.gov/SouthMountainFreeway</p>

5

Code	Issue	Response
5	Traffic	<p>The proposed freeway is part of the multimodal <i>Regional Transportation Plan</i> (see Draft Environmental Impact Statement page 1-5 for more information regarding the <i>Regional Transportation Plan</i>). The <i>Regional Transportation Plan</i> addresses freeways, streets, transit, airports, bicycle and pedestrian facilities, freight, demand management, system management, and safety. The proposed freeway is only one part of the overall multimodal transportation system planned to meet the travel demand needs of the Maricopa Association of Governments region.</p> <p>The Maricopa Association of Governments, as the region's metropolitan planning organization, has the responsibility to perform regional multimodal planning. The Arizona Department of Transportation is charged with implementation of the freeway program (of which the proposed freeway is a part) within the <i>Regional Transportation Plan</i>. Similarly, Valley Metro is charged with implementing the transit program within the <i>Regional Transportation Plan</i>.</p>

Code	Comment Document
	<p data-bbox="459 338 528 362">4352</p> <p data-bbox="478 439 1336 798"> 1 We do have a light at 67th, which makes it a 2 lot better for us. We didn't have the light for a long 3 time. But they did put a light in, I guess, about a 4 year or year and a half ago. Which I knew if they did 5 that at the place where we exit from her home, it would 6 make it a lot better too. They don't have a light 7 there. They have one four blocks down the street. And 8 we can sit there forever trying to get out of there. </p> <p data-bbox="478 818 1336 891"> 9 And I guess that's about it for now. That's 10 all I can think about right now. </p> <p data-bbox="478 911 1336 1084"> 11 Oh, except for the infrastructure. They did 12 promise us we were going to have shopping centers and 13 other things to make it convenient for us to live in 14 that area. And they have never materialized. </p> <p data-bbox="478 1104 1336 1177"> 15 My comments are certainly my own, and they 16 may not be many of the other people's. </p> <p data-bbox="478 1197 1336 1322"> 17 DIANNE BARKER: I am a resident, citizen 18 resident here in Phoenix and have lived in the Valley 19 for over 25 years. </p> <p data-bbox="478 1342 1336 1467"> 20 I was raised in Ohio, The Buckeye State. And 21 I do want to thank you for this opportunity to be heard 22 and believe I will be considered by ADOT. </p> <p data-bbox="478 1487 1336 1608"> 23 I am favoring no-build scenario. 40 CFR 24 1502.4 -- that's federal regulations -- stipulates that 25 the Environmental Impact Statement, this EIS, be </p> <p data-bbox="1243 1661 1336 1685">Page 9</p> <p data-bbox="491 1705 1336 1761"> Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com </p>

1

Code	Issue	Response
1	Alternatives	<p data-bbox="1976 294 2890 596"> Federal regulations stipulate that an environmental impact statement shall “rigorously explore and objectively evaluate all reasonable alternatives” (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No-Action Alternative). </p> <p data-bbox="1976 606 2890 969"> The proposed freeway is part of the multimodal <i>Regional Transportation Plan</i> (see Final Environmental Impact Statement page 1-5 for more information regarding the <i>Regional Transportation Plan</i>). The determination of purpose and need for the proposed project includes an assumption that substantial improvements would be made to the Interstate 10 corridor between State Route 51 and U.S. Route 60 (see Final Environmental Impact Statement page 1-13). The Maricopa Association of Governments, in coordination with the Arizona Department of Transportation recently completed the Southeast Corridor Major Investment Study (see <azmag.gov/Projects/>) and developed multimodal concepts for addressing transportation issues in the Interstate 10 corridor. Even with these planned improvements to Interstate 10, the proposed project remains a vital component of the Regional Freeway and Highway System. </p>

Code	Comment Document
2	<p>1 rigorous exploration of all alternatives.</p> <p>2 Any real transportation, congestion,</p> <p>3 pollution problem which determined action upon the</p> <p>4 needs should be current with the idea of multimodal.</p> <p>5 It is a Maricopa, a MAG, regional plan trip term</p> <p>6 meaning many modes of transportation.</p> <p>7 And MAG has been doing this in the last 15</p> <p>8 years, considering all modes, just not the freeways and</p> <p>9 the traditional building of ADOT. By the way, freeway</p> <p>10 is an oxymoron due to the fact that somebody pays.</p> <p>11 They are very expensive too.</p> <p>12 Now, South Loop 202 and its parts, W-59 and</p> <p>13 E-1, are simply old ADOT. It's rather unchanged since</p> <p>14 the ADOT state board approved it in the 1980s.</p> <p>15 What is needed is a holistic review of all</p> <p>16 transportation of MAG with ADOT enjoining the I-10</p> <p>17 EIS -- or MIS, as you may want to say -- around the</p> <p>18 Broadway Curve. That's the culprit here in the Valley.</p> <p>19 It's got the most pollution and congestion in Arizona,</p> <p>20 and it's right around six freeways of the Phoenix Sky</p> <p>21 Harbor, so you can understand that planes, trains, et</p> <p>22 cetera, commuter trains, freeways, and plumes,</p> <p>23 underground leakages; the whole ball of wax. That's</p> <p>24 where we should focus.</p> <p>25 Now, neither should we lay more debt on our</p>
3	<p style="text-align: right;">Page 10</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
2	Purpose and Need	<p>The proposed freeway is part of the multimodal <i>Regional Transportation Plan</i> (see Draft Environmental Impact Statement page 1-5 for more information regarding the <i>Regional Transportation Plan</i>). The <i>Regional Transportation Plan</i> addresses freeways, streets, transit, airports, bicycle and pedestrian facilities, freight, demand management, system management, and safety. The proposed freeway is only one part of the overall multimodal transportation system planned to meet the travel demand needs of the Maricopa Association of Governments region.</p> <p>The Maricopa Association of Governments, as the region's metropolitan planning organization, has the responsibility to perform regional multimodal planning. The Arizona Department of Transportation is charged with implementation of the freeway program (of which the proposed freeway is a part) within the <i>Regional Transportation Plan</i>. Similarly, Valley Metro is charged with implementing the transit program within the <i>Regional Transportation Plan</i>.</p>
3	Purpose and Need	<p>While the Interstate 10 Corridor Improvement Study was canceled by the Arizona Department of Transportation, there remains funding in the <i>Regional Transportation Plan</i> for substantial improvements along the Interstate 10 corridor. The Maricopa Association of Governments and Arizona Department of Transportation are initiating a new study to identify short-range improvements and a long-range multimodal framework for the Interstate 10 corridor.</p>

Code	Comment Document
4	<p>1 children with the status quo, using the exorbitant 2 right-of-way freeway paid the landowners the highest 3 buildout cost. The Arizona legislature has done that 4 to us.</p> <p>5 Nor should we ignore the many deaths, semi 6 rollovers, and the expensive public responders to the 7 many and frequent crash freeway accidents.</p> <p>8 Now, what we need is safe, efficient, useful, 9 sustainable, affordable, state-of-art regional 10 connective transportation.</p> <p>11 And even considering a fast train, high-speed 12 elevated train, from Tucson to Phoenix around this 13 Broadway Curve as a viable alternative.</p> <p>14 MANUEL TOPETE: And I live in Laveen, 51st 15 and Baseline. And I can't wait for this to happen. As 16 simple as that.</p> <p>17 My only regret is I won't live to see it. 18 Just I wish it was already done. I think you should 19 also hear this, aside from all this bad.</p> <p>20 KARIN GRAY: I have been a resident of 21 Ahwatukee for over ten years, moved here from Texas, 22 and absolutely love South Mountain. One of the reasons 23 I moved to that area was to have access to all 15 miles 24 of the Nation Trail, from one end to the other on South 25 Mountain, the biggest city park in the United States.</p>

Code	Issue	Response
4	Acquisitions and Relocations	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Safety and Health	To reduce the number of freeway accidents and the expenses associated with responding to them, particular attention was paid to safety factors in the design of the proposed freeway. The proposed South Mountain Freeway's eight-lane section is shown on Final Environmental Impact Statement page 3-58, with discussion and remarks that the freeway would be consistent with the design of other freeways in the region and thereby would improve driver expectancy and safety. The sidebar on Final Environmental Impact Statement page 3-59 discusses the safety features of auxiliary lanes (used at traffic interchanges) for facilitating acceleration and deceleration, thereby reducing potential conflicts with through-traffic and travelers merging onto or exiting from the proposed freeway.
6	Alternatives	The Arizona Department of Transportation is currently undertaking a study related to passenger rail between Tucson and Phoenix (see <azdot.gov/planning/CurrentStudies/PassengerRail/overview>). Passenger rail between Tucson and Phoenix would not adequately address projected capacity and mobility needs of the Phoenix metropolitan area and, therefore, would not meet the purpose and need criteria.

Code	Comment Document
	<p>4353</p> <p>1 family's safety, if for nothing else, I say yes, 2 let's do it. And the 59th Avenue Freeway is the one 3 that I would be concerned about. 4 Thank you very much. 5 THE FACILITATOR: Thank you, Ms. Williams. 6 We welcome our next speaker, Diane Barker. 7 Welcome, Ms. Barker, you have three minutes. 8 MS. BARKER: Oh, thank you. And I imagine 9 you're the ADOT board; is that who I'm addressing? 10 Can I get you to respond? Okay. Now that you 11 notice, I came in with my suitcase. I am a person 12 that believes in [unintelligible]. I have just seen 13 your video, and I've read the bulk of your EIS. And 14 I would like to apologize up front if what I have to 15 say offends anybody, but I believe it's the truth, 16 certainly mine. 17 I favor a no-build. 40 CFR 15024 18 stipulates that the Environmental Impact Statement 19 conducted by ADOT and all will be a rigorous 20 exploration of alternatives to a real problem, need 21 an action herein, of any possible growth in 22 population with socioeconomic viability, as we are 23 one of the USA's largest and fastest-growing 24 counties, Maricopa. 25 Therefore, completion of the South 202 Loop</p> <p style="text-align: right;">Page 74</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

(Comment codes begin on next page)

Code	Issue	Response

(Responses begin on next page)

Code	Comment Document
1	<p>1 is a regurgitative ADOT state board 1980s idea, out 2 of date of current modes, multi-modalism, certainly 3 defined by MAG's members, department and public 4 deserving safe, efficient, convenient, affordable, 5 state of art, usable, sustainable transportation. 6 Resolution of any real or perceived problem of the 7 region's priority and its plan should be holistic and 8 inclusive of present and future largest pollution and 9 congestion areas in MAG -- in the MAG region, the 10 Broadway curve.</p> <p>11 ADOT wrongly eliminated I-10 CIS, favoring 12 building Loop 202 south. Why? Is it because the 13 state legislative body still allows the building of 14 public dollars going to right-of-way purchases? For 15 example, landowners have to pay the highest in 16 build-out compensation -- they would receive the 17 highest in build-out compensation for their property 18 when ADOT builds it.</p> <p>19 These horrible and expensive life-taking 20 accidents that are currently around our I-10 because 21 of our current modes, the rollovers of trucks and 22 so -- and a lot of vehicles, this extends from I-10 23 to Broadway curve down to Tucson, clutters our 24 freeways, stops progress. I won't accept this. I 25 won't ignore better multi-modal solutions, even high</p>
2	
3	
4	
5	

Code	Issue	Response
1	Purpose and Need	<p>The proposed freeway is part of the multimodal <i>Regional Transportation Plan</i> (see Draft Environmental Impact Statement page 1-5 for more information regarding the <i>Regional Transportation Plan</i>). The <i>Regional Transportation Plan</i> addresses freeways, streets, transit, airports, bicycle and pedestrian facilities, freight, demand management, system management, and safety. The proposed freeway is only one part of the overall multimodal transportation system planned to meet the travel demand needs of the Maricopa Association of Governments region.</p> <p>The Maricopa Association of Governments, as the region's metropolitan planning organization, has the responsibility to perform regional multimodal planning. The Arizona Department of Transportation is charged with implementation of the freeway program (of which the proposed freeway is a part) within the <i>Regional Transportation Plan</i>. Similarly, Valley Metro is charged with implementing the transit program within the <i>Regional Transportation Plan</i>.</p>
2	Alternatives	<p>While the Interstate 10 Corridor Improvement Study was canceled by the Arizona Department of Transportation, there remains funding in the <i>Regional Transportation Plan</i> for substantial improvements along the Interstate 10 corridor. The Maricopa Association of Governments and Arizona Department of Transportation are initiating a new study to identify short-range improvements and a long-range multimodal framework for the Interstate 10 corridor.</p>
3	Acquisitions and Relocations	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>
4	Safety and Health	<p>To reduce the number of freeway accidents and the expenses associated with responding to them, particular attention was paid to safety factors in the design of the proposed freeway. The proposed South Mountain Freeway's eight-lane section is shown on Final Environmental Impact Statement page 3-58, with discussion and remarks that the freeway would be consistent with the design of other freeways in the region and thereby would improve driver expectancy and safety. The sidebar on Final Environmental Impact Statement page 3-59 discusses the safety features of auxiliary lanes (used at traffic interchanges) for facilitating acceleration and deceleration, thereby reducing potential conflicts with through-traffic and travelers merging onto or exiting from the proposed freeway.</p>
5	Alternatives	<p>The Arizona Department of Transportation is currently undertaking a study related to passenger rail between Tucson and Phoenix (see <azdot.gov/planning/CurrentStudies/PassengerRail/overview>). Passenger rail between Tucson and Phoenix would not adequately address projected capacity and mobility needs of the Phoenix metropolitan area and, therefore, would not meet the purpose and need criteria.</p>

Code	Comment Document
	<p>1 speed rail to --</p> <p>2 THE FACILITATOR: Thank you, Ms. Barker,</p> <p>3 I'm sorry, your three minutes have run.</p> <p>4 MS. BARKER: -- killing the citizens, just</p> <p>5 to satisfy old ADOT.</p> <p>6 THE FACILITATOR: I'd like to welcome our</p> <p>7 next speaker, Travis Hardin.</p> <p>8 Welcome, Mr. Hardin, you have three</p> <p>9 minutes.</p> <p>10 MR. HARDIN: Thank you. To the committee</p> <p>11 that sits here today, I'm definitely in favor of this</p> <p>12 Loop 202 transition. I believe this is going to do</p> <p>13 two major things: One thing that's focused on is the</p> <p>14 congestion coming from the Southwest Valley, as well</p> <p>15 as the West Valley. I think you free up a lot of</p> <p>16 travel time, travel space for those community members</p> <p>17 that are in the Laveen area, Tolleson, Avondale. I</p> <p>18 think you're going to clear up with this project,</p> <p>19 with the proposed being a yes, I think you're going</p> <p>20 to clear up more room for retail. I think this</p> <p>21 brings a lot of retail opportunity for the Southwest</p> <p>22 Valley, and then you also -- you open up areas for</p> <p>23 the East Valley to meet with the West Valley. I'm</p> <p>24 not a native of Arizona, but you often hear about</p> <p>25 people in the West Valley saying they don't know much</p>
	<p style="text-align: right;">Page 76</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 5/15/13</td> <td data-bbox="857 506 1339 572">INCOMING CALL TIME: 5:44 PM</td> </tr> <tr> <td data-bbox="376 572 857 620">CALLER: MIKE BARKLY</td> <td data-bbox="857 572 1339 620">CALLER ADDRESS:</td> </tr> <tr> <td data-bbox="376 620 857 669">PHONE: 602-633-4287</td> <td data-bbox="857 620 1339 669">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I am in support of the South Mountain Freeway. I am a native of Phoenix, Arizona and I own a freight forwarding business and I think this would be ideal for our economy. Thank you very much. Bye.</p>	INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 5:44 PM	CALLER: MIKE BARKLY	CALLER ADDRESS:	PHONE: 602-633-4287	EMAIL:
INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 5:44 PM						
CALLER: MIKE BARKLY	CALLER ADDRESS:						
PHONE: 602-633-4287	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: Jill Barnard To: Projects Subject: Pecos Rd Freeway Date: Monday, May 27, 2013 12:51:04 PM</p> <hr/> <p>1 I currently reside at the end of Pecos Road in a Woodside housing development. My family moved here to be farther away from the hustle and bustle and to take advantage of Pecos Rd as a route to exercise and stay healthy. We bike ride as do hundreds of people who also enjoy running, rollerblading, and hiking.</p> <p>2 I am extremely opposed to building a freeway on the Pecos alignment. This will not only change our ability to have a quiet out of the way place to live, but will ruin our environment, air quality, view and noise level. This would have an impact on our way of life in Ahwatukee.</p> <p>3 4 5 Please consider other alternatives as hundreds of people will be impacted in a negative way including my family who has lived here for 10 years and plan to stay through retirement.</p> <p>6 7 Sent from my iPad</p>

Code	Issue	Response
1	Traffic	The study has considered concepts for parallel multiuse paths, however the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.
2	Alternatives, Nonfreeway Alternatives	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Neighborhood	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21).
4	Biology, Plants, and Wildlife	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Air Quality	
6	Visual Resources	Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-170 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.
7	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document						
<p style="text-align: center;">1</p>	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 506 1345 667"> <tr> <td data-bbox="376 506 860 570">INCOMING CALL DATE: 7/23/13</td> <td data-bbox="860 506 1345 570">INCOMING CALL TIME: 3:49 PM</td> </tr> <tr> <td data-bbox="376 570 860 620">CALLER: PATRICIA BARNELL</td> <td data-bbox="860 570 1345 620">CALLER ADDRESS:</td> </tr> <tr> <td data-bbox="376 620 860 667">PHONE:</td> <td data-bbox="860 620 1345 667">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I'm a voter, I live in Phoenix, Arizona and I am calling in support of the South Mountain freeway. I have been approved by voters and I am a strong believer that it should be completed as it will help with our traffic congestion. Thank you so much.</p>	INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 3:49 PM	CALLER: PATRICIA BARNELL	CALLER ADDRESS:	PHONE:	EMAIL:
INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 3:49 PM						
CALLER: PATRICIA BARNELL	CALLER ADDRESS:						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p data-bbox="428 445 801 526"> From: Projects To: ADOT Subject: FW: Loop 202 Date: Tuesday, May 14, 2013 9:46:37 AM </p> <hr/> <p data-bbox="428 610 873 701"> From: Javier Barraza [mailto:javier_b86@yahoo.com] Sent: Friday, May 10, 2013 7:00 PM To: Projects Subject: Loop 202 </p> <p data-bbox="211 731 547 782"> 1 Lets build it. </p> <hr/> <p data-bbox="428 862 1292 929"> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p>1</p> <p>2 3</p>	<p>-----</p> <p>Susan Barrett Document Created: 7/24/2013 8:36:06 PM by Web Comment Form</p> <p>Please do not continue the efforts to extend the Loop 202 around South Mountain from Chandler to Laveen, AZ. Based on the materials provided, I do not agree that the extension would alleviate traffic or provide a vital traffic route around the city. I do believe that the extension would contribute to the degradation of the Valley's air quality, cost the taxpayers too much money and force the relocation of too many businesses and homes. No on 202 extension!</p>

Code	Issue	Response
1	Purpose and Need	<p>The proposed freeway is needed to serve projected growth in population and accompanying transportation demand and to correct existing and projected transportation system deficiencies. See Chapter 1, <i>Purpose and Need</i>, in the Final Environmental Impact Statement.</p> <p>Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22).</p> <p>Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.</p>
2	Air Quality	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>
3	Acquisitions and Relocations	

Code	Comment Document
<div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; text-align: center; line-height: 20px;">1</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; text-align: center; line-height: 20px;">2</div> </div>	<p> From: Projects To: ADOT Subject: FW: South Mountain Freeway (Loop 202) Date: Wednesday, May 22, 2013 10:51:13 AM </p> <hr/> <p> From: benandelliesmomma [mailto:benandelliesmomma@gmail.com] Sent: Tuesday, May 21, 2013 12:22 PM To: Projects Subject: South Mountain Freeway (Loop 202) </p> <p> I want to express my absolute support to get this freeway built. We in Laveen are in need of infrastructure and transportation options... the whole west valley would benefit from greater infrastructure and transportation options that would alleviate congestion and provide better access to the I-10. It is a wonderful opportunity to connect people and places, creating a greater more beautiful community. Please also consider when building this freeway that families and communities would greatly appreciate bike paths, bridges and sound walls that would add functional beauty to all the communities! Please build for our future!!! Thank you. </p> <p>Amberlee Barricklow</p> <hr/> <p> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>

Code	Issue	Response
1	Design	The Arizona Department of Transportation Roadside Development Section is responsible for assigning a wide range of standard treatment applications and wall materials, including color, to noise barriers and other structures. Typically the community where the wall will be constructed would work closely with its City Architect or planning department to decide on a theme for the wall. Usually, this can be accomplished by using the Arizona Department of Transportation's standard applications.
2	Design	The study has considered concepts for parallel multiuse paths; however, the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.

Code	Comment Document						
<p style="text-align: center;">1</p>	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 506 1345 671"> <tr> <td data-bbox="376 506 860 572"> INCOMING CALL DATE: 05/13/13 </td> <td data-bbox="860 506 1345 572"> INCOMING CALL TIME: 4:32 PM </td> </tr> <tr> <td data-bbox="376 572 860 620"> CALLER: IQBAL BASHARAT </td> <td data-bbox="860 572 1345 620"> CALLER ADDRESS: 2701 E. BOSTON STREET, GILBERT, AZ 85295 </td> </tr> <tr> <td data-bbox="376 620 860 671"> PHONE: 480-775-6077 </td> <td data-bbox="860 620 1345 671"> EMAIL: </td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support the proposed freeway. Thank you.</p>	INCOMING CALL DATE: 05/13/13	INCOMING CALL TIME: 4:32 PM	CALLER: IQBAL BASHARAT	CALLER ADDRESS: 2701 E. BOSTON STREET, GILBERT, AZ 85295	PHONE: 480-775-6077	EMAIL:
INCOMING CALL DATE: 05/13/13	INCOMING CALL TIME: 4:32 PM						
CALLER: IQBAL BASHARAT	CALLER ADDRESS: 2701 E. BOSTON STREET, GILBERT, AZ 85295						
PHONE: 480-775-6077	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: Comments about South Mountain freeway Date: Tuesday, April 30, 2013 8:52:57 AM </p> <hr/> <p> From: Faisal Bashir [mailto:fbashir79@gmail.com] Sent: Saturday, April 27, 2013 7:56 AM To: Projects Subject: Comments about South Mountain freeway </p> <p>Respected Sir/Madam Extention of freeways is part of modern life and construction of South mountain free way will have positive impact on community especially laveen residents. Construction of South Mountain freeway is not only required but its also right of residents to reach hospitals, emergency cares, schools, colleges, work on time. It will definately help save lifes. Please go for it, this project should not be stopped for any reason.</p> <p>Thanking you Faisal Bashir 5817 S 53rd Glen Laveen, AZ</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: Comments in opposition to South Mountain Freeway Date: Wednesday, May 29, 2013 8:25:54 AM</p> <hr/> <p>-----Original Message----- From: Sierra Club [mailto:information@sierraclub.org] On Behalf Of Anne Bassett Sent: Tuesday, May 28, 2013 5:00 PM To: Projects Subject: Comments in opposition to South Mountain Freeway</p> <p>May 28, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>2 The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer.</p> <p>3 ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.</p> <p>4 5 South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.</p> <p>6 The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.</p> <p>7 The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.</p> <p>8 Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</p> <p>1 The basis for building new roads is WILDLY UNREALISTIC PROJECTIONS OF UNSUSTAINABLE POPULATION GROWTH. Please do not destroy Arizona beauty for an almost extinct dependency on personal automobiles & gasoline. Thank you Councilperson Anne Bassett</p> <p>Sincerely,</p>

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

Code	Comment Document
	<p data-bbox="428 338 630 449">Ms. Anne Bassett PO Box 34 32 Magnolia Jerome, AZ 86331-0034 (928) 639-3875</p> <hr data-bbox="428 550 749 554"/> <p data-bbox="428 576 1283 667">Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</p>

Code	Issue	Response
8	Neighborhoods/ Communities	<p data-bbox="1970 294 2909 808">Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.</p>

Code	Comment Document
	<p>From: Sierra Club on behalf of Joan Batchelor To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Tuesday, June 04, 2013 9:37:50 AM</p> <hr/> <p>Jun 4, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>2 The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.</p> <p>3</p> <p>4 South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.</p> <p>5</p> <p>6 The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.</p> <p>7</p> <p>8 The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.</p> <p>When relatives and friends from out of state visit, they all comment on what a great park we have in the South Mountain Park and it is often what they remember most.</p> <p>1 Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</p> <p>Sincerely, Mrs. Joan Batchelor</p>

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

Code	Comment Document
	<p data-bbox="428 364 615 431">1022 N Delmar Mesa, AZ 85203-5002 (480) 710-8687</p>

Code	Issue	Response
8	Neighborhoods/ Communities	<p data-bbox="1964 294 2909 808">Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.</p>

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: Proposed Loop 202 Date: Wednesday, May 22, 2013 10:51:43 AM </p> <hr/> <p>-----Original Message----- From: Andy Bateman [mailto:bonsaiandy@cox.net] Sent: Tuesday, May 21, 2013 11:46 AM To: Projects Subject: Proposed Loop 202</p> <p>Dear Sir, Ma'am,</p> <p>I am writing in support of the proposed Loop 202 extension. This extension will provide a long-needed relief for surface streets in South Phoenix and Laveen, Arizona where I live. This will increase the level of overall safety on our streets and reduce the amount of wear-and-tear on the surface roadways, and reduce air and noise pollution where I live.</p> <p>This extension is long overdue and needs to be fully funded and completed as soon as possible.</p> <p>Sincerely,</p> <p>Andrew Bateman 6316 S. 45th Drive Laveen, AZ 85339 602-237-8288</p> <hr/> <p>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p>1</p>	<p>From: Projects To: ADOT Subject: FW: Proposed Loop 202 Date: Wednesday, May 22, 2013 10:51:41 AM</p> <hr/> <p>-----Original Message----- From: Lindsay Bateman [mailto:lindsaybateman@cox.net] Sent: Tuesday, May 21, 2013 12:38 PM To: Projects Subject: Proposed Loop 202</p> <p>> I am writing in support of the proposed Loop 202 extension. This extension will provide a long-needed relief for surface streets in South Phoenix and Laveen, Arizona where I live. This will increase the level of overall safety on our streets and reduce the amount of wear-and-tear on the surface roadways, and reduce air and noise pollution where I live. > > This extension is long overdue and needs to be fully funded and completed as soon as possible. > > Sincerely, > > Lindsay Bateman > 6316 S. 45th Drive > Laveen, AZ 85339 > 602-237-8288</p> <hr/> <p>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</p>

Code	Issue	Response
<p>1</p>		<p>Comment noted.</p>

Code	Comment Document
4277	<p>1 with the intention that the freeway had been 2 approved. So we really struggle with being able to 3 get to the places that we need to get to, 4 particularly having a, you know, young son. We don't 5 have the resources that we need. So we just really 6 want to stay in Laveen. We want Phoenix and the 7 Laveen area to stay liveable, but without the 8 freeway, we're stuck in traffic. We can't get the 9 hospital, the resources and things that we need 10 without it.</p> <p>11 So we just encourage moving forward with 12 the plan for the freeway. Thank you.</p> <p>13 THE FACILITATOR: Thank you. 14 Lindsay Bateman.</p> <p>15 An announcement, please. The last bus will 16 be running in about five minutes, at 7:30, for all 17 destinations, orange, green, and blue, routes 1, 2, 18 and 3.</p> <p>19 MS. BATEMAN: Just talk? All right. 20 THE FACILITATOR: Are you Lindsay?</p> <p>21 MS. BATEMAN: I'm Lindsay Bateman. I'm 22 just here to support the South Mountain Freeway. I'm 23 a resident of Laveen. And I'm just looking forward 24 the economic development open to our area, and really 25 relieve the congestion on the surface streets. And</p> <p style="text-align: right;">Page 107</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
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1 help the commute to work. I know a lot of times the
 2 freeway, I-10 gets closed and then the surface
 3 streets are just blocked all the time and I just
 4 really hope that we can get there. We moved to
 5 Laveen counting on that freeway coming in, knowing
 6 that it was approved, so I just really hope that you
 7 guys take that into consideration and support the
 8 freeway.

9 That's all I have to say. Thanks.

10 THE FACILITATOR: Thank you.

11 For those of you who may not have heard,
 12 the last bus is leaving in about three minutes for
 13 all destinations out there.

14 Jennifer Rouse, take your time.

15 MS. ROUSE: Hi, thank you. I wanted to
 16 speak on the record in favor of the 202. I live in
 17 Laveen, and have lived there for seven years. When
 18 we first moved there I lived close to 35th and
 19 [unintelligible] Road, where traffic jams pretty much
 20 with the big trucks going down the road, and things
 21 have changed, and having moved closer to 51st Avenue
 22 and Baseline, we see the semis that come through that
 23 earlier we heard people talk about how this is going
 24 to bring all of these semis coming through the
 25 neighborhood. It's already there. It's already

Code	Issue	Response
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Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 5/15/13</td> <td data-bbox="857 506 1342 572">INCOMING CALL TIME: 6:59 PM</td> </tr> <tr> <td data-bbox="376 572 857 620">CALLER: FRED BATES</td> <td data-bbox="857 572 1342 620">ADDRESS: 1001 EAST BASELINE ROAD, PHOENIX, AZ 85042</td> </tr> <tr> <td data-bbox="376 620 857 669">PHONE:</td> <td data-bbox="857 620 1342 669">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I am in support of the South Mountain Freeway that we have voted on twice, originally 20 some years ago. Thanks.</p>	INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 6:59 PM	CALLER: FRED BATES	ADDRESS: 1001 EAST BASELINE ROAD, PHOENIX, AZ 85042	PHONE:	EMAIL:
INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 6:59 PM						
CALLER: FRED BATES	ADDRESS: 1001 EAST BASELINE ROAD, PHOENIX, AZ 85042						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p data-bbox="428 445 795 526"> From: Projects To: ADOT Subject: FW: South Mountain Freeway Date: Friday, June 14, 2013 8:08:29 AM </p> <hr/> <p data-bbox="428 633 879 741"> -----Original Message----- From: Sandy Bauer [mailto:sandy@whalen-family.org] Sent: Thursday, June 13, 2013 6:56 PM To: Projects Subject: South Mountain Freeway </p> <p data-bbox="428 762 832 782">I support the Loop 202 South Mountain Freeway.</p> <p data-bbox="428 802 1283 828">I live in the West Valley and think it will help cut down on the horrible congestion on the I-10 freeway.</p> <p data-bbox="428 848 640 909"> Sandra Bauer 13615 W. Meeker Blvd Sun City West, AZ 85375 </p> <hr/> <p data-bbox="428 1040 1283 1124"> Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments. </p>

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
<p style="text-align: center;">1</p>	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 506 1345 667"> <tr> <td data-bbox="376 506 860 572">INCOMING CALL DATE: 5/15/13</td> <td data-bbox="860 506 1345 572">INCOMING CALL TIME: 7:52 PM</td> </tr> <tr> <td data-bbox="376 572 860 620">CALLER: JOHN BEAUREGARD</td> <td data-bbox="860 572 1345 620">CALLER ADDRESS: 2422 E. RIVIERA PLACE, CHANDLER, AZ 85249</td> </tr> <tr> <td data-bbox="376 620 860 667">PHONE:</td> <td data-bbox="860 620 1345 667">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I have been in Chandler for 18 years and I totally support this freeway. This freeway was known about this extension since I've been here and would great to get this extension put in. I work in Phoenix and this would greatly reduce my travel time. Thank you.</p>	INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 7:52 PM	CALLER: JOHN BEAUREGARD	CALLER ADDRESS: 2422 E. RIVIERA PLACE, CHANDLER, AZ 85249	PHONE:	EMAIL:
INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 7:52 PM						
CALLER: JOHN BEAUREGARD	CALLER ADDRESS: 2422 E. RIVIERA PLACE, CHANDLER, AZ 85249						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

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

INCOMING CALL DATE: 6/11/13	INCOMING CALL TIME: 4:53 PM
CALLER FRANK BECK	CALLER ADDRESS: 2639 N. 33 RD AVENUE, PHOENIX, ARIZONA 85009
PHONE: 602-423-0027	EMAIL:

CALLER REMARKS/QUESTIONS:

Hi, I'd like to voice my opinion and I'd like to support the South Mountain freeway. Ahh once again, I would like to support the new proposed freeway.

1

Code	Issue	Response
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1		Comment noted.
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Code	Comment Document
1	<p>From: Projects To: ADOT Subject: FW: Please give us out South mountain Freeway Date: Tuesday, June 25, 2013 1:22:27 PM</p> <hr/> <p>From: melodie.beck@gmail.com [mailto:melodie.beck@gmail.com] Sent: Tuesday, June 25, 2013 12:56 PM To: Projects Subject: Please give us out South mountain Freeway</p> <p>We Moved to Laveen almost 10 years ago. Part of the reason we moved to this part of the valley was because we were told that the South Mountain Freeway would be built through Laveen. This area grew astronomically the first year we lived here. The traffic in our area has become so bad that getting on to Baseline road and 51st ave. can take you 7-10 minutes or longer during the morning and evening commuter traffic. Please honor the voters that passed the bills to build our freeway. We have taken our time to vote so don't show us that our votes don't count or that we should have voted differently for the people making the decisions. Thank you for listening Melodie Beck 602-502-8076</p> <p>Sent from Windows Mail</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>


Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p style="text-align: right;">Document Created: 5/21/2013 1:58:25 PM by Web Comment Form</p> <p>Brent BeDillon As a daily commuter on I-10 I feel it is important that we have additional routes between the East and West valleys. The highways are congested now and with future growth the existing highways will not be able to handle the traffic. The existing roads are becoming unsafe with the amount of traffic that is expected to use them. Additional routes are needed to make the roads safe for our families to travel.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>From: Projects To: ADOT Subject: FW: Southmountain Freeway Extension Date: Wednesday, July 24, 2013 8:29:30 AM</p> <hr/> <p>Thank you,</p> <p>Salina Tovar Community Relations Officer 1655 W. Jackson St. MD 126F, Room 170 Phoenix, AZ 85007 602.712.4629 azdot.gov</p>  <hr/> <p>From: Gretchen Beers [mailto:ghbeers@cox.net] Sent: Wednesday, July 24, 2013 8:28 AM To: Projects Subject: Southmountain Freeway Extension</p> <p>It is time for ADOT to correctly interpret the needs of the South Mountain Freeway Extension as it relates to the needs of the US Interstate 10 that now provides the only access into and around Phoenix for residents and commercial entities in Ahwatukee and points south. ADOT has a duty to resolve the problems on the federally funded Interstate 10 that worsen on a daily basis. Interstate 10 is the primary southern conduit linking east to west, and it's capability to meet this need is already being compromised. The South Mountain Freeway Extension is a vital solution to ease the Interstate 10 problems, no matter what path it may take. As a member of the silent majority who regularly use Interstate 10 and wanting this project to go forward as planned, I urge ADOT to not be swayed by the relatively few who oppose the extension for selfish reasons, such as buying and owning homes that were clearly presented many years ago as being in the path of a future freeway.</p> <p>Gretchen Holden Beers 3422 E Winona St Phoenix, AZ 85044</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p data-bbox="428 445 811 546"> From: Projects To: ADOT Subject: FW: South Mountain Freeway Date: Tuesday, July 16, 2013 10:08:26 AM Attachments: image001.png </p> <hr/> <p data-bbox="428 633 686 868"> Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov  </p> <hr/> <p data-bbox="428 903 879 993"> From: Jerry and Judy Bell [mailto:belljxj@yahoo.com] Sent: Monday, July 15, 2013 4:19 PM To: Projects Subject: South Mountain Freeway </p> <p data-bbox="428 1016 1277 1110"> I think this is a total waste of taxpayer's money. Use the \$2,000,000,000 to upgadre all of the roads throughout Arizona. 22 miles for \$2Billion... forget it! </p> <hr/> <p data-bbox="428 1177 1292 1241"> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>

1

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

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: Let's Build the 202 South Mountain Freeway Date: Wednesday, May 15, 2013 11:19:33 AM </p> <hr/> <p> From: Michel Bendeck [mailto:chmc98@aol.com] Sent: Wednesday, May 15, 2013 11:13 AM To: Projects Subject: Let's Build the 202 South Mountain Freeway </p> <p> Ref: <u>Loop 202 South Mountain Freeway</u> </p> <p>I strongly support the construction of Loop 202 South Mountain Freeway.</p> <p>Thank you,</p> <p> Michel Bendeck chmc98@aol.com Off. 480-451-5200 Cell 480-201-1510 </p> <hr/> <p> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: 202 S MT. freeway... Date: Monday, May 20, 2013 8:32:17 AM </p> <hr/> <p>-----Original Message----- From: BENIKAT@aol.com [mailto:BENIKAT@aol.com] Sent: Saturday, May 18, 2013 6:32 AM To: Projects Subject: 202 S MT. freeway...</p> <p>I firmly support that proposal...</p> <p>R BENI Retired Phoenix P D.</HTML></p> <hr/> <p>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p data-bbox="428 445 832 526"> From: Projects To: ADOT Subject: FW: Proposed South Mountain Freeway Date: Monday, May 20, 2013 8:21:54 AM </p> <hr/> <p data-bbox="428 620 1069 707"> From: Bennett, Marsha - SJHMC [mailto:Marsha.Bennett@DignityHealth.org] Sent: Monday, May 20, 2013 6:31 AM To: Projects Subject: Proposed South Mountain Freeway </p> <p data-bbox="211 741 1274 798"> 1 I am writing in opposition to this freeway taking portions of the South Mountain Preserve. Aside from the damage to the ecosystem, this project damages the heart of what makes living in PHoenix so wonderful. </p> <p data-bbox="428 822 1230 866"> For many years my out of town visitors remark at how much foresight and wisdom was done in preserving the mountain areas. My father stated: What a wonderful effort. </p> <p data-bbox="211 893 1274 937"> 2 The mountain preserves are the only thing that makes living in Phoenix bearable. Hopefully, you can find a better alternate route. </p> <p data-bbox="428 959 528 983"> Thank you, </p> <p data-bbox="428 1005 559 1030"> Marsha Bennett </p> <hr/> <p data-bbox="428 1090 1292 1155"> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>

Code	Issue	Response
1	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Alternatives, E1 Alternative	

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 5/16/13</td> <td data-bbox="857 506 1342 572">INCOMING CALL TIME: 5:15 PM</td> </tr> <tr> <td data-bbox="376 572 857 620">CALLER: ROBERT BENNING</td> <td data-bbox="857 572 1342 620">CALLER ADDRESS: 2514 S. LOS FELIZ, TEMPE, AZ 85282</td> </tr> <tr> <td data-bbox="376 620 857 669">PHONE:</td> <td data-bbox="857 620 1342 669">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I'm for the South Mountain Freeway.</p>	INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 5:15 PM	CALLER: ROBERT BENNING	CALLER ADDRESS: 2514 S. LOS FELIZ, TEMPE, AZ 85282	PHONE:	EMAIL:
INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 5:15 PM						
CALLER: ROBERT BENNING	CALLER ADDRESS: 2514 S. LOS FELIZ, TEMPE, AZ 85282						
PHONE:	EMAIL:						


Code	Issue	Response
1		Comment noted.

Code	Comment Document						
<p style="text-align: center;">1</p>	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 506 1345 667"> <tr> <td data-bbox="376 506 860 572">INCOMING CALL DATE: 05/13/13</td> <td data-bbox="860 506 1345 572">INCOMING CALL TIME: 2:19 PM</td> </tr> <tr> <td data-bbox="376 572 860 620">CALLER: JAMES BENSON</td> <td data-bbox="860 572 1345 620">CALLER ADDRESS: 2220 S. SHANNON DRIVE, TEMPE, AZ 85282</td> </tr> <tr> <td data-bbox="376 620 860 667">PHONE:</td> <td data-bbox="860 620 1345 667">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support the plans for the Loop 202 South Mountain Freeway. Thanks.</p>	INCOMING CALL DATE: 05/13/13	INCOMING CALL TIME: 2:19 PM	CALLER: JAMES BENSON	CALLER ADDRESS: 2220 S. SHANNON DRIVE, TEMPE, AZ 85282	PHONE:	EMAIL:
INCOMING CALL DATE: 05/13/13	INCOMING CALL TIME: 2:19 PM						
CALLER: JAMES BENSON	CALLER ADDRESS: 2220 S. SHANNON DRIVE, TEMPE, AZ 85282						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p style="text-align: center;">LOOP 202 <i>South Mountain</i> Freeway Study 2013</p> <p style="text-align: center;">Draft Environmental Impact Statement COMMENT FORM</p> <p>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</p> <p>ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.</p> <p>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p>It is helpful to ADOT to receive comments on:</p> <ul style="list-style-type: none"> • A particular alternative, environmental impact assessment, and/or draft mitigation. • Any information you feel is incomplete or incorrect. • How the proposed action would affect you. </div> <p>Comments must be received or postmarked by July 24, 2013.</p> <p><u>I SUPPORT THE NO ACTION (AKA NO BUILD) ALTERNATIVE FOR THE FOLLOWING REASONS:</u></p> <p>① <u>AS A TRIATHLETE, I USE SOUTH MOUNTAIN PARK ON A REGULAR BASIS FOR BICYCLE TRAINING. THE PARK IS VERY POPULAR FOR CYCLISTS, RUNNERS AND HIKERS. THE PROPOSED FREEWAY WOULD CAUSE INCREASED AIR POLLUTION WHICH WOULD NEGATIVELY IMPACT OUR HEALTH. IT IS NOT FAIR TO ASSUME THAT COMPARABLE AIR POLLUTION WOULD RESULT FROM THE NO ACTION ALTERNATIVE.</u></p> <p>② <u>THE PROPOSED FREEWAY (ALL ACTION ALTERNATIVES) WOULD LARGELY BLOCK AN IMPORTANT WILDLIFE CORRIDOR CONNECTING SOUTH MOUNTAIN PARK TO THE ESTRELLA MOUNTAINS. (OVER)</u></p> <p>Optional Name <u>DON BENTLEY</u> Email <u>DONBENTLEY@EARTHLINK.NET</u> Address <u>301 W. WINDSOR AVE</u> City <u>PHOENIX</u> State <u>AZ</u> Zip <u>85003</u> Phone <u>602-230-7273</u> Fax _____</p> <p>Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007</p> <p style="font-size: small;">ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150</p> <p style="text-align: center;">ADOT FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</p>

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

Code	Comment Document
	<p style="text-align: center;">LOOP 202 <i>South Mountain</i> Freeway Study 2013</p> <p style="text-align: center;">Draft Environmental Impact Statement COMMENT FORM</p> <p>Additional Comments: _____</p> <p>④ IT IS UNCONSCIONABLE THAT OUR FREEWAY PLANNERS WOULD AGAIN LOOK TO OUR PRECIOUS MOUNTAIN PRESERVES AS AN EASY PLACE TO GET RIGHT-OF-WAY FOR THEIR FREEWAY PROJECTS.</p> <p>⑤ SOUTH MOUNTAIN PARK IS A WORLD FAMOUS URBAN PARK AND A MAJOR TOURIST ATTRACTION FOR PHOENIX. THE PROPOSED FREEWAY WOULD DETRACT FROM THE PANORAMIC DESERT VIEWS IN THE PARK AND WOULD INCREASE NOISE LEVELS.</p> <p>⑥</p> <p>THANK YOU FOR THE OPPORTUNITY TO COMMENT ON THIS DRAFT EIS.</p> <p>ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-159</p> <p>ADOT  FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</p>

Code	Issue	Response
4	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Visual Resources	Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-170 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.
6	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
	<p>From: Sierra Club on behalf of Dahniayl Benyahmeen To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Monday, May 27, 2013 11:14:51 PM</p> <hr/> <p>May 28, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>2 The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.</p> <p>3</p> <p>4 South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.</p> <p>5</p> <p>6 The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.</p> <p>7</p> <p>8 The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.</p> <p>Only the "Anti-Christ" would approve of such a thing. Is that ADOT???</p> <p>1 Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</p> <p>Sincerely, Mr. Dahniayl Benyahmeen PO Box 209</p>

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

Code	Comment Document
	<p data-bbox="428 842 686 868">Grand Canyon, AZ 86023-0209</p>

Code	Issue	Response
8	<p data-bbox="1721 292 1939 352">Neighborhoods/ Communities</p>	<p data-bbox="1970 292 2915 808">Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.</p>

Code	Comment Document
	<p data-bbox="450 352 512 379">4258</p> <div data-bbox="450 393 1336 1653" style="border: 1px solid black; padding: 5px;"> <p data-bbox="481 433 699 459">1 Thank you.</p> <p data-bbox="481 483 1320 655">2 If anyone else is in the auditorium and 3 would like to speak, please make sure you register at 4 the front desk. Your name will appear on the screen, 5 and we'll call you up in the appropriate order.</p> <p data-bbox="481 675 699 701">6 Thank you.</p> <p data-bbox="481 725 1320 846">7 Also, please be respectful of all the 8 speakers; your comments need to be kept to yourself, 9 regardless of your side of the issue.</p> <p data-bbox="481 866 1320 937">10 Thank you. The next speaker, could you use 11 this microphone, please.</p> <p data-bbox="481 957 1258 1028">12 Tony Berastegui, I'm sorry, I probably 13 didn't say that right.</p> <p data-bbox="481 1048 1258 1074">14 MR. BERASTEGUI: That was pretty good.</p> <p data-bbox="481 1098 1320 1219">15 THE FACILITATOR: I'm sorry, if I butchered 16 it too much. You have three minutes. Please begin, 17 thank you.</p> <p data-bbox="481 1239 1320 1602">18 MR. BERASTEGUI: Alan, Steve, Matthew, 19 thank you for your time, I'm Tony Berastegui, 20 originally from Miami, Florida. I'm now a resident 21 of Laveen. Graduated from Arizona State University. 22 And I moved to Laveen because I thought they were 23 going to build the 202 that was approved by voters in 24 1985 and again in 2004. And I'm kind of here to 25 figure out why it hasn't been built yet, so I</p> </div> <p data-bbox="1227 1663 1351 1689" style="text-align: right;">Page 80</p> <p data-bbox="481 1703 1320 1764" style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
<p>1</p>	<p>1 educated myself.</p> <p>2 It's time to build the South Mountain</p> <p>3 Freeway. Valley commuters have waited in traffic</p> <p>4 jams long enough. The freeway will cut traffic</p> <p>5 congestion across the metro area, reduce air</p> <p>6 pollution and save drivers time and money. 64.3</p> <p>7 percent of likely voters in Maricopa County support</p> <p>8 construction of the freeway, according to the results</p> <p>9 of a new poll commissioned by the We Build Arizona.</p> <p>10 19.6 percent said they were either opposed or likely</p> <p>11 to oppose a project. In a separate survey also</p> <p>12 commissioned by We Build Arizona, 59 percent of</p> <p>13 likely voters living in Ahwatukee and Laveen support</p> <p>14 the freeway as well. If we don't build the South</p> <p>15 Mountain Freeway, traffic in the region will get much</p> <p>16 worse over the next two decades. According to ADOT's</p> <p>17 own study, traffic on I-10 between Ahwatukee and</p> <p>18 Goodyear will grow 28 percent. Another 103,000 cars</p> <p>19 will use the Broadway curve each day. Another 38,000</p> <p>20 cars will jam the tunnel every day. Morning and</p> <p>21 evening commute times will increase 39 percent to 82</p> <p>22 percent, traffic congestion on city streets will</p> <p>23 increase 46 percent. The same report indicates the</p> <p>24 project also will reduce air pollution by reducing</p> <p>25 the time vehicles spend stuck in traffic. The</p> <p style="text-align: right;">Page 81</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
<p>1</p>		<p>Comment noted.</p>

Code	Comment Document
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1 project will create 38,000 jobs during the five- to
 2 six-year construction period that will result in a
 3 \$2 billion investment in the Phoenix area economy.
 4 The money to build the freeway is in the
 5 budget, and again, this has been approved by voters
 6 twice, first in 1985 and again in 2004. I approve
 7 the 202, and I would like to see it built. Thank you
 8 for your time.

9 THE FACILITATOR: Thank you, sir. Garell
 10 Jordan. Did I get that name proper?
 11 MS. JORDAN: Garell.
 12 THE FACILITATOR: Ma'am, you have three
 13 minutes. Here's the timer; please begin.
 14 MS. JORDAN: My name is Garell Jordan; I am
 15 a proud resident of Laveen for the last two years.
 16 We moved to Laveen, I live at 64th Avenue and
 17 Southern, so very close to the 59th Avenue alignment.
 18 We knew when we moved there that there was a freeway
 19 planned. And we moved there because we wanted more
 20 acreage; we wanted land for our animals; we have six
 21 dogs, three horses, and a bunch of chickens. But we
 22 also knew that we wanted to live in close proximity
 23 to downtown Phoenix, where I work, two blocks from
 24 here. And we knew that we wanted some of the
 25 amenities of living in the city that, you know,

Code	Issue	Response
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Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: south mt freeway Date: Monday, May 20, 2013 8:34:25 AM </p> <hr/> <p>-----Original Message----- From: David Berliner [mailto:dberliner@mac.com] Sent: Friday, May 17, 2013 9:42 PM To: Projects Subject: south mt freeway</p> <p>Please--I have lived in Ahwahtukee and Tempe for over 25 years, always waiting for this freeway to be built. NOW please build it before I get to old to ever use it.</p> <p>David C. Berliner Regents' Professor Emeritus Arizona State University 120 E. Rio Salado Parkway Tempe, AZ 85281-9116</p> <hr/> <p>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</p>

Code	Issue	Response
1		Comment noted.


Code	Comment Document
1	<p style="text-align: right;">Document Created: 5/21/2013 3:27:59 PM by Web Comment Form</p> <p>Kenneth Berry Construction of the South Mountain Freeway will complete the outer loop around Phoenix, reduce traffic congestion, and support economic development. I fully support the project.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
	<p data-bbox="376 433 913 485">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 504 1345 695"> <tr> <td data-bbox="376 504 857 574">INCOMING CALL DATE: 5/16/13</td> <td data-bbox="857 504 1345 574">INCOMING CALL TIME: 5:57 PM</td> </tr> <tr> <td data-bbox="376 574 857 645">CALLER: BONNIE AND CHARLIE BETTS</td> <td data-bbox="857 574 1345 645">CALLER ADDRESS: 1527 S. LONGMORE COURT, CHANDLER, AZ 85286</td> </tr> <tr> <td data-bbox="376 645 857 695">PHONE: 480-899-5087</td> <td data-bbox="857 645 1345 695">EMAIL:</td> </tr> </table> <p data-bbox="376 695 717 721">CALLER REMARKS/QUESTIONS:</p> <p data-bbox="376 721 717 756">We support the freeway. Thank you.</p>	INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 5:57 PM	CALLER: BONNIE AND CHARLIE BETTS	CALLER ADDRESS: 1527 S. LONGMORE COURT, CHANDLER, AZ 85286	PHONE: 480-899-5087	EMAIL:
INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 5:57 PM						
CALLER: BONNIE AND CHARLIE BETTS	CALLER ADDRESS: 1527 S. LONGMORE COURT, CHANDLER, AZ 85286						
PHONE: 480-899-5087	EMAIL:						

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p data-bbox="428 445 826 526"> From: Projects To: ADOT Subject: FW: Build the South Mountain Freeway Date: Tuesday, May 14, 2013 9:36:25 AM </p> <hr/> <p data-bbox="428 610 991 721"> From: BEYERN@nationwide.com [mailto:BEYERN@nationwide.com] Sent: Monday, May 13, 2013 1:34 PM To: Projects Cc: info@buildthe202.com Subject: Build the South Mountain Freeway </p> <p data-bbox="428 747 484 768">DO IT!</p> <p data-bbox="428 798 1261 844"> Seriously.. Build the South Mountain Freeway... money well spent.. as opposed to the failed people mover project...I'm sorry I meant light rail... </p> <div data-bbox="428 862 1153 975" style="display: flex; align-items: center;"> <div style="margin-right: 20px;">  </div> <div> <p>Nate Beyer Specialist, Customer Solutions OT Run MCTS Windows 7 A+ Nationwide W 480-365-3933 C 602-448-7061 F 480-365-5443 beyern@nationwide.com Nominate Someone for Bravo Recognition!</p> </div> </div> <hr/> <p data-bbox="428 1050 1292 1114"> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>

1

Code	Issue	Response
1		Comment noted.

LOOP 202
South Mountain
Freeway Study

Draft Environmental Impact Statement
COMMENT FORM

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

It is helpful to ADOT to receive comments on:

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

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

1 JUST IN CONSIDERATION OF THE COST, I DO NOT UNDERSTAND HOW THIS PROJECT CAN BE CARRIED OUT. IF THE LAND HAD BEEN PURCHASED & SET ASIDE BACK WHEN THE PROJECT WAS RECORDED, IT MAY HAVE BEEN FEASIBLE. TODAY, HOUSES & COMMUNITIES HAVE BEEN ESTABLISHED. THE CITY & STATE DO NOT HAVE THE FUNDS TO PURCHASE & DESTROY WHAT HAS BEEN BUILT. THESE FUNDS CANNOT BE RELOVERED.


2 ON A PERSONAL SIDE, I DO NOT WANT THE ADDITIONAL TRAFFIC THAT WOULD BE ROUTED THROUGH OUR COMMUNITY.

3

Optional
 Name LYNN BIAGIOTTI Email _____
 Address 15820 S 25TH WAY
 City PHOENIX State AZ Zip 85048
 Phone _____ Fax _____

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

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-110

ADOT  **Federal Highway Administration**

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway


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

Code	Comment Document
	<p>From: Sierra Club on behalf of Bettina Bickel To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Thursday, May 30, 2013 6:38:53 PM</p> <hr/> <p>May 30, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>1 The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.</p> <p>2</p> <p>3</p> <p>4 South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.</p> <p>5</p> <p>6 The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. What a shame that we would even consider destroying part of it with a freeway. The park was set aside to protect resources and to benefit our communities; it is a point of pride in our community that we should be protecting. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.</p> <p>7</p> <p>8 The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center. Phoenix is one of the ten most dangerous cities for pedestrians and bicyclists, and we should spend money on making safe bikeways and greenbelts that will improve our health, reduce gasoline consumption, and improve air quality.</p> <p>1 Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</p> <p>Sincerely,</p>

Code	Issue	Response
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5	Health Effects	
6	Section 4(f) and Section 6(f)	
7	Biology, Plants, and Wildlife	

Code	Comment Document
	<p data-bbox="428 328 640 419">Ms. Bettina Bickel 9218 N 51st Dr Glendale, AZ 85302-3401 (623) 939-1667</p>

Code	Issue	Response
8	<p data-bbox="1721 288 1939 348">Neighborhoods/ Communities</p>	<p data-bbox="1970 288 2909 808">Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.</p>

Code	Comment Document
	<p>South Mountain Study Team Arizona Department of Transportation 1655 West Jackson Street, MD 126F Phoenix, Arizona 85007</p> <p>Dear Study Team,</p> <p>1 I strongly oppose the proposed South Mountain freeway. The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.</p> <p>2</p> <p>3</p> <p>4 South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.</p> <p>5</p> <p>6 The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. What a shame that we would even consider destroying part of it with a freeway. The park was set aside to protect resources and to benefit our communities; it is a point of pride in our community that we should be protecting. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.</p> <p>7</p> <p>8 The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center. Phoenix is one of the ten most dangerous cities for pedestrians and bicyclists, and we should spend money on making safe bikeways and greenbelts that will improve our health, reduce gasoline consumption, and improve air quality.</p> <p>1 Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</p> <p></p> <p>Bettina Bickel 9218 N. 51st Dr. Glendale, AZ 85302</p>

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

Code	Comment Document

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

Code	Comment Document
<p>1</p> <p>2</p> <p>3</p> <p>4</p> <p>5</p> <p>6</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>	<p>4358</p> <div style="border: 1px solid black; padding: 10px; margin: 10px 0;"> <p>1 doing a great job and we appreciate that. Thank you.</p> <p>2 At this point, David Bickford. Mr. Bickford.</p> <p>3 MR. BICKFORD: Good morning, thank you for the</p> <p>4 opportunity. In discussing the proposed freeway's impact</p> <p>5 on South Mountain, ADOT spokesperson Tim Tate has said</p> <p>6 the following: "You can't build a freeway without some</p> <p>7 sort of consequence."</p> <p>8 That's true, but what the statement omits is the</p> <p>9 distinction between acceptable consequences and</p> <p>10 unacceptable ones. If we allow the world's largest</p> <p>11 municipal park to be violated by a freeway, Phoenix may</p> <p>12 become the world's largest municipal laughingstock; that</p> <p>13 is clearly an unacceptable consequence. If we absolutely</p> <p>14 must have this freeway, then another route must be found.</p> <p>15 Nevertheless, it's unclear if this freeway is needed at</p> <p>16 all.</p> <p>17 After reading the entire report, I believe it is</p> <p>18 based on out-of-date assumptions and faulty reasoning.</p> <p>19 On the issue of induced demand, I quote from the draft:</p> <p>20 "The purpose of the proposed action is not to promote</p> <p>21 economic development, but to respond to a growing need</p> <p>22 for additional transportation capacity as a result of</p> <p>23 regional growth occurring now and is projected.</p> <p>24 Therefore, the action alternatives are not expected to</p> <p>25 contribute to induced growth in the region."</p> </div> <p style="text-align: right;">Page 7</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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

Code	Comment Document
4	<p>1 That's like going to the doctor, telling him or</p> <p>2 her that you eat nothing but bacon, but you don't expect</p> <p>3 any negative impact on your health because you aren't</p> <p>4 eating bacon with the intent of hurting your health. If</p> <p>5 only we can simply wish away the unintended consequences</p> <p>6 of our actions. The more likely outcome is that this</p> <p>7 freeway will provide short-term relief but that induce</p> <p>8 more traffic. Contrary to the claims made in the report,</p> <p>9 induced demand happens routinely as a result of road</p> <p>10 building, even when transportation demand exceeds supply.</p> <p>11 Of course, there are different ways to meet</p> <p>12 transportation demand, and a far better scenario is not a</p> <p>13 freeway connecting two suburban neighbors but instead,</p> <p>14 enriching those areas with the best possible rail and bus</p> <p>15 links to existing employment centers. Unfortunately, the</p> <p>16 draft report dismisses these options with insufficient</p> <p>17 consideration.</p> <p>18 Chapter three notes that "No planned rail lines</p> <p>19 will serve the territory connected by the proposed</p> <p>20 freeway," but doesn't even contemplate that additional</p> <p>21 rail lines beyond those currently planned could be added.</p> <p>22 A strategy that does not rely exclusively on automotive</p> <p>23 travel would be aligned with shifting demographic</p> <p>24 realities, ones that were ignored in the draft EIS.</p> <p>25 Since 2005 there has been substantial downturn in driving</p> <p style="text-align: right;">Page 8</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>
5	

Code	Issue	Response
4	Purpose and Need	The proposed freeway is part of the <i>Regional Transportation Plan</i> for the Maricopa Association of Governments region. The <i>Regional Transportation Plan</i> , as described on pages 1-5 and 1-10 of the Final Environmental Impact Statement, addresses freeways, streets, transit, airports, bicycle and pedestrian facilities, freight, demand management, system management, and safety. The proposed freeway is only one part of the overall multimodal transportation system planned to meet the travel demand needs of the Maricopa Association of Governments region.
5	Alternatives, Nonfreeway Alternatives	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
<p>6</p>	<p>1 and car ownership by young adults. Why, then, assume 2 that patterns that held prior to 2005 will inevitably be 3 repeated over the next few decades? Why not reinforce 4 this positive trend toward diminished driving by 5 enhancing transit, rather than building a freeway that 6 may counteract the positive trend with an inducement to 7 drive more?</p> <p>8 Please don't destroy part of South Mountain on 9 the basis of insufficient justification. I urge you to 10 rethink this report and the freeway it recommends.</p> <p>11 THE FACILITATOR: Thank you, Mr. Bickford. 12 Shana Velasquez.</p> <p>13 MS. VELASQUEZ: Hi, thank you. I may not be as 14 eloquent of a speaker as my speakers before me, but I'm 15 here today as a mother that lives in Laveen. And we 16 moved there originally four years ago because we were 17 told there's going to be a lot more things that were 18 going to be built, and so far that has not happened 19 because we do not have the access to the 202. We can't 20 have a hospital, we don't have a rec center, I have to 21 drive my children 30 minutes just to, you know, take them 22 to dance classes.</p> <p>23 I personally work in Tempe, I used to work in 24 North Scottsdale when I originally moved to Laveen and 25 that takes me the same amount of time to get to Tempe as</p> <p style="text-align: right;">Page 9</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
<p>6</p>	<p>Traffic</p>	<p>The historical growth in the Maricopa County region is discussed in the Draft Environmental Impact Statement beginning on page 1-5. The critical factors such as available land, mild climate, affordable cost of living, and employment opportunities that led to the historical growth rates in the region remain unchanged. The comment relies heavily on national trends for travel; however the local conditions and setting of the Phoenix metropolitan area are not consistent with areas of high-density cities in other parts of the country. In Maricopa County, daily vehicle miles traveled levels increased by almost 2 percent between 2011 and 2012 and the 2012 daily vehicle miles traveled is approaching the prerecession peak in 2007. (Source: Arizona Department of Transportation Multimodal Planning Division Highway Performance Monitoring System Data for the Calendar Year 2012 and 2011). Even if the trend of vehicle miles traveled “per capita” decreasing continues, the total vehicle miles traveled in the region would still increase along with increases in total population. A critical factor not acknowledged in the comment is that the proposed project is needed today. Details of this need are presented in the Draft Environmental Impact Statement beginning on page 1-13. While new projections based on the 2010 Census and emerging national trends may show a lower anticipated population and vehicle miles traveled in 2035 than the previous projections, the need for the freeway has not changed. The Maricopa Association of Governments approved new socioeconomic projections in June 2013. The new data are presented in the Final Environmental Impact Statement beginning on page 1-11.</p>

Code	Comment Document
1	<p>From: Projects To: ADOT Subject: FW: Comments on the South Mountain Freeway Draft EIS Date: Wednesday, June 26, 2013 10:42:24 AM</p> <hr/> <p>Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov</p> <p>-----Original Message----- From: David Bickford [mailto:exit2lef@gmail.com] Sent: Wednesday, June 26, 2013 10:16 AM To: Projects Subject: Comments on the South Mountain Freeway Draft EIS</p> <p>I am commenting as a concerned citizen and not as a representative of any organization. In discussing the proposed freeway's impact on South Mountain, ADOT Spokesperson Tim Tait has said the following: "You can't build a freeway without some sort of consequence" That's true, but the statement fails to distinguish between acceptable consequences and unacceptable ones. If we allow the world's largest municipal park to be violated by a freeway, Phoenix may become the world's largest municipal laughing stock. If we absolutely must have this freeway, then another route must be found. Nevertheless, it's unclear if this freeway is needed at all. After reading the entire report, I believe it is based on out-of-date assumptions and faulty reasoning.</p> <p>Starting with the issue of induced demand, I quote from the draft: "The purpose of the proposed action is not to promote economic development but to respond to a growing need for additional transportation capacity as a result of regional growth occurring now and as projected. Therefore, the action alternatives are not expected to contribute to induced growth in the region."</p> <p>That wording is astonishing. The claim being made in the passage above can be compared to going to the doctor, telling him or her that you eat nothing but bacon, but that you don't expect any negative impact on your health because you aren't eating bacon with the intent of hurting your health. If only we could simply wish away the unintended consequences of our actions. The more likely outcome is that this freeway will provide short term relief but then induce more traffic.</p> <p>Contrary to the claims made in the report, induced demand happens routinely as a result of road building, even when transportation demand exceeds supply. The induced traffic may not come primarily from the Laveen and Ahwatukee neighborhoods linked by the proposed freeway, but instead from more far-flung suburban regions that become more appealing when a commute that had been previously unthinkable suddenly becomes "not so bad." Is it really in the best interests of the metropolitan area to enable daily drives between Buckeye and Queen Creek, for example?</p> <p>Supporters of the South Mountain Freeway claim that construction of this road will bring economic development to Laveen. While a freeway is likely to bring construction projects and real estate investment to the area, the most likely result will be inefficient, unsustainable job sprawl instead of a strong local economy. The idea of decentralized employment has been pursued for years, most notably in Phoenix's urban village concept, and its failure is evident in the long suburb-to-suburb commutes that have resulted.</p> <p>Because contemporary labor markets are so specialized, few job seekers find work in their particular professional niches close to home. Instead, the jobs in one suburb are often filled not by nearby</p>
2	<p>Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.</p>

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Code	Comment Document
3	<p>residents, but instead by people commuting long distances in single-occupant motor vehicles from another suburb miles away. Even if one is lucky enough to find work close to home, job transfers and office relocations are such a frequent occurrence that the congruence of residence and workplace can disappear with little notice. Likewise, even someone employed close to home may find his or her spouse, domestic companion, or adult child traveling a long distance to find employment in his or her area of specialized area of expertise.</p> <p>For all those reasons, a far better scenario is not a freeway connecting two suburban neighborhoods and encouraging unproductive land use, but instead enriching those areas with the best possible rail and bus links to existing employment centers. Unfortunately, the draft report dismisses these options with insufficient consideration. Chapter 3 notes that no planned rail lines will serve the territory connected by the proposed freeway, but doesn't even contemplate that additional rail lines beyond those currently planned could be added.</p> <p>That's quite an omission considering how many times the map of planned light rail extensions has been revised since the passage of Proposition 400 in 2004. The original map did not envision light rail in South Phoenix, but a line to that part of town is now being studied. A second phase extending that line to Laveen might be feasible. While the study acknowledges that other modes of transport could be added in the future, relegating non-automotive modes to a wish list is not responsible planning. The time to look at those alternatives in depth is now, before any park land is sacrificed for a freeway.</p> <p>Similarly, the report considers each mode of transport in isolation without appropriate attention to the possibilities that an appropriate mixture of modes might present. Could the proposed freeway be built as a parkway with a smaller footprint? The study claims that would not fulfill transportation needs by itself, but doesn't address the possibility of a parkway combined with investments in public transit as a more balanced approach to regional transportation needs.</p>
4	<p>A strategy that does not rely exclusively on automotive travel would be in line with shifting demographic realities, ones that were ignored if the draft EIS. Since 2005, the date from which most projections in the report are extrapolated, there has been a substantial downturn in driving and car ownership, particularly by young adults. Quoting from the U.S. Public Interest Research Group's May 2013 report, "The Millennial generation is leading the change in transportation trends. 16 to 34-year-olds drove a whopping 23 percent fewer miles on average in 2009 than in 2001— the greatest decline in driving of any age group." Why then assume that patterns that held prior to 2005 will inevitably be repeated over the next few decades?</p>
5	<p>Of course, one might argue that a reduction in driving could offset the induced traffic mentioned earlier in these comments. That optimal balance between opposing forces would come about only with extraordinarily good fortune. Instead of relying on luck, why not reinforce the positive trend toward diminished driving instead of building roads that might have a contrary effect of inducing traffic? In addition, why spend substantial amounts of money on a freeway that may not be needed when it is clear that increasing numbers of Americans want to see more investment in public transit, along with bicycling and pedestrian infrastructure.</p> <p>In light of all these considerations, the only logical conclusion is that the draft report relies on outmoded data and assumptions to forecast growth in vehicle miles traveled, and it casually dismisses non-automotive modes of travel that might meet transportation demand, either by themselves or in conjunction with a smaller road project. Even if ADOT's VMT projections are accurate, it likely the freeway will only worsen the problem due to induced demand. Don't destroy part of South Mountain on the basis of such insufficient justification. Please rethink this report and the freeway it advocates.</p> <p>David Bickford 2001 E Oranewood Ave Phoenix AZ 85020 exit2lef@gmail.com</p> <hr/> <p>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</p>

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3	Purpose and Need	The proposed freeway is part of the <i>Regional Transportation Plan</i> for the Maricopa Association of Governments region. The <i>Regional Transportation Plan</i> , as described on pages 1-5 and 1-10 of the Draft Environmental Impact Statement, addresses freeways, streets, transit, airports, bicycle and pedestrian facilities, freight, demand management, system management, and safety. The proposed freeway is only one part of the overall multimodal transportation system planned to meet the travel demand needs of the Maricopa Association of Governments region.
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	<p data-bbox="376 433 913 485">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 504 1345 691"> <tr> <td data-bbox="376 504 857 572">INCOMING CALL DATE: 6/13/13</td> <td data-bbox="857 504 1345 572">INCOMING CALL TIME: 6:18 PM</td> </tr> <tr> <td data-bbox="376 572 857 645">CALLER JENNIFER BIFERT</td> <td data-bbox="857 572 1345 645">CALLER ADDRESS: 314 W. PEYUTE AVENUE, PHOENIX, ARIZONA 85027</td> </tr> <tr> <td data-bbox="376 645 857 691">PHONE:</td> <td data-bbox="857 645 1345 691">EMAIL:</td> </tr> </table> <p data-bbox="376 697 717 721">CALLER REMARKS/QUESTIONS:</p> <p data-bbox="376 727 1118 753">I am for the freeway, I think it is a good idea. We need to build it. Thank you.</p>	INCOMING CALL DATE: 6/13/13	INCOMING CALL TIME: 6:18 PM	CALLER JENNIFER BIFERT	CALLER ADDRESS: 314 W. PEYUTE AVENUE, PHOENIX, ARIZONA 85027	PHONE:	EMAIL:
INCOMING CALL DATE: 6/13/13	INCOMING CALL TIME: 6:18 PM						
CALLER JENNIFER BIFERT	CALLER ADDRESS: 314 W. PEYUTE AVENUE, PHOENIX, ARIZONA 85027						
PHONE:	EMAIL:						

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Code	Issue	Response
1		Comment noted.

Code	Comment Document						
	<p data-bbox="376 433 913 485">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 504 1345 667"> <tr> <td data-bbox="376 504 857 570">INCOMING CALL DATE: 5/17/13</td> <td data-bbox="857 504 1345 570">INCOMING CALL TIME: 4:34 PM</td> </tr> <tr> <td data-bbox="376 570 857 620">CALLER: BILL AND CATHY</td> <td data-bbox="857 570 1345 620">CALLER ADDRESS:</td> </tr> <tr> <td data-bbox="376 620 857 667">PHONE:</td> <td data-bbox="857 620 1345 667">EMAIL: BILLANDCATHY@MET.COM</td> </tr> </table> <p data-bbox="376 671 724 697">CALLER REMARKS/QUESTIONS:</p> <p data-bbox="376 701 1345 883">Hi, I am in favor of the 202 but if I ever receive a message from 'Let's build the 202' to my e-mail again without my permission, I'm going to create a stink. There is an opportunity at the bottom of the e-mail to opt out, but when you do you get a fake system message that says if you continue you might have a virus or you might contract a virus on your PC. But if you continue to it anyway it doesn't allow you to unsubscribe cause then it says you haven't picked any list to unsubscribe from. So I consider the whole thing complete and utter bullshit. So if you ever send a message to Bill and Cathy @ met.com again it will not be the last time you hear from me. Thank you.</p>	INCOMING CALL DATE: 5/17/13	INCOMING CALL TIME: 4:34 PM	CALLER: BILL AND CATHY	CALLER ADDRESS:	PHONE:	EMAIL: BILLANDCATHY@MET.COM
INCOMING CALL DATE: 5/17/13	INCOMING CALL TIME: 4:34 PM						
CALLER: BILL AND CATHY	CALLER ADDRESS:						
PHONE:	EMAIL: BILLANDCATHY@MET.COM						

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Code	Issue	Response
1	Public Involvement	Comment noted. E-mail did not come from the Arizona Department of Transportation It was sent by a private group called We Build Arizona.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 506 1345 667"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 5/15/13</td> <td data-bbox="857 506 1345 572">INCOMING CALL TIME: 4:17 PM</td> </tr> <tr> <td data-bbox="376 572 857 620">CALLER: DAVID BIMACHINSKI</td> <td data-bbox="857 572 1345 620">CALLER ADDRESS: 438 E. NETTLES LANE, GILBERT, AZ</td> </tr> <tr> <td data-bbox="376 620 857 667">PHONE:</td> <td data-bbox="857 620 1345 667">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I just wanted to say that I have complete support for that extension of the Freeway. It is going to avert traffic, heavy semi traffic out of the Phoenix area and let them get around to their destination faster and reduce the congestion of the freeway as it is now. So, I can't imagine a reason why it wouldn't be built and hope it goes forward.</p>	INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 4:17 PM	CALLER: DAVID BIMACHINSKI	CALLER ADDRESS: 438 E. NETTLES LANE, GILBERT, AZ	PHONE:	EMAIL:
INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 4:17 PM						
CALLER: DAVID BIMACHINSKI	CALLER ADDRESS: 438 E. NETTLES LANE, GILBERT, AZ						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 570">INCOMING CALL DATE: 5/20/13</td> <td data-bbox="857 506 1342 570">INCOMING CALL TIME: 2:03 PM</td> </tr> <tr> <td data-bbox="376 570 857 620">CALLER: JAN BINDER</td> <td data-bbox="857 570 1342 620">CALLER ADDRESS: 5707 N. 18TH PLACE, PHOENIX, AZ 85016</td> </tr> <tr> <td data-bbox="376 620 857 667">PHONE:</td> <td data-bbox="857 620 1342 667">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: In favor of the South Mountain Freeway.</p>	INCOMING CALL DATE: 5/20/13	INCOMING CALL TIME: 2:03 PM	CALLER: JAN BINDER	CALLER ADDRESS: 5707 N. 18 TH PLACE, PHOENIX, AZ 85016	PHONE:	EMAIL:
INCOMING CALL DATE: 5/20/13	INCOMING CALL TIME: 2:03 PM						
CALLER: JAN BINDER	CALLER ADDRESS: 5707 N. 18 TH PLACE, PHOENIX, AZ 85016						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 506 1342 667"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 5/15/13</td> <td data-bbox="857 506 1342 572">INCOMING CALL TIME: 3:32 PM</td> </tr> <tr> <td data-bbox="376 572 857 620">CALLER: JARRED BIRD</td> <td data-bbox="857 572 1342 620">CALLER ADDRESS: 874 E. AQUARIUS PLACE, CHANDLER, AZ 85249</td> </tr> <tr> <td data-bbox="376 620 857 667">PHONE:</td> <td data-bbox="857 620 1342 667">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I have lived in the valley 37 years. I am a high-paying tax citizen and I fully support the expansion of the South Mountain Freeway system. Thank you.</p>	INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 3:32 PM	CALLER: JARRED BIRD	CALLER ADDRESS: 874 E. AQUARIUS PLACE, CHANDLER, AZ 85249	PHONE:	EMAIL:
INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 3:32 PM						
CALLER: JARRED BIRD	CALLER ADDRESS: 874 E. AQUARIUS PLACE, CHANDLER, AZ 85249						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

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

INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 5:09 PM
CALLER: KEN BIRD	CALLER ADDRESS: 7207 W. GETTY DRIVE, PHOENIX, AZ 85043
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

I support the South Mountain Freeway project and Thank you.



1

Code	Issue	Response
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1		Comment noted.
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Code	Comment Document
1	<p>From: Projects To: ADOT Subject: FW: South Mountain Freeway Date: Wednesday, May 22, 2013 10:54:21 AM</p> <hr/> <p>From: Tamal Biswas [mailto:tbiswas@gmail.com] Sent: Tuesday, May 21, 2013 7:18 AM To: Projects Subject: South Mountain Freeway</p> <p>Hello, I am a resident of Laveen and would like to thank the ADOT project team for completing the Draft EIS.</p> <p>By looking at the details of the Draft EIS, it absolutely makes sense that the E1 and the W59 are the Recommended Alternatives.</p> <p>I am looking forward eagerly for this freeway to be built quickly as we have a huge commute problem in Laveen area. The Baseline road is heavily clogged during rush hours and also when it is free cars go at a very high speed through Baseline road due to unavailability of any nearby freeway for people travelling from Laveen to South East valley. Taking the I-10 E from Laveen for travelling to Chandler is not really an option.</p> <p>Also I think this proposed South Mountain freeway would free-up the downtown congestion with I-10 and improve the overall air quality of central Phoenix area.</p> <p>All the best to the ADOT project team!!</p> <p>Regards, Tamal Biswas</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div style="text-align: center;"> <p>LOOP 202 <i>South Mountain</i> Freeway Study</p> <p>2013</p> <p>Draft Environmental Impact Statement COMMENT FORM</p> </div> <p>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</p> <p>ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.</p> <p>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p>It is helpful to ADOT to receive comments on:</p> <ul style="list-style-type: none"> • A particular alternative, environmental impact assessment, and/or draft mitigation. • Any information you feel is incomplete or incorrect. • How the proposed action would affect you. </div> <p>Comments must be received or postmarked by July 24, 2013.</p> <p><i>I used to live in Laveen and work in Chandler. The commute traffic through Baseline was getting so worse that I had to move to Chandler. I still have my house in Laveen and I think the economic growth of the Laveen area will grow significantly when this freeway is built.</i></p> <p><i>PLEASE BUILD South Mountain Freeway ASAP !!</i></p> <p>Optional Name: <i>Tamal Biswas</i> Email: <i>t.biswas@gmail.com</i> Address: <i>421 N Kenneth Pl</i> City: <i>Chandler</i> State: <i>AZ</i> Zip: <i>85226</i> Phone: <i>5209713979</i> Fax: _____</p> <p>Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007</p> <p><small>ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-100</small></p> <div style="display: flex; justify-content: space-between; align-items: center;">   <p>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</p> </div>

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p style="text-align: center;">1</p>	<p>4414</p> <p>1 Thank you.</p> <p>2 Temal Biswas. Could I ask you to use this</p> <p>3 microphone, please.</p> <p>4 MR. BISWAS: Hello. My name is Temal Biswas, so</p> <p>5 I am currently a resident of Chandler. I used to live in</p> <p>6 Laveen from 2007 to 2012 and I work at Intel Corporation</p> <p>7 and my main commute goes to the Baseline Road and it was</p> <p>8 getting worse day by day. I pretty much had to skip</p> <p>9 morning meetings because I just couldn't travel through</p> <p>10 there, so I had to go off hours, late hours in the</p> <p>11 evening so that I am not caught in the Baseline traffic.</p> <p>12 And I know many of my colleagues start to move out of the</p> <p>13 area because not having a proper alternate to travel to</p> <p>14 the Southeast Valley where a lot of employees are.</p> <p>15 So I think this freeway is badly needed for the</p> <p>16 reasons, and I still have my home there, but I see my</p> <p>17 home value regularly falls because there is no growth</p> <p>18 happening and I think having a freeway would help the</p> <p>19 area. And I think the primary consideration of any</p> <p>20 government body should be the overall, long-term economic</p> <p>21 growth of an area, and I strongly believe by looking at</p> <p>22 the EIS statement that building a freeway would</p> <p>23 accommodate different regions of the Valley and economy</p> <p>24 is deemed to be one of the main things that drives</p> <p>25 economy growth, so I absolutely would support the plan,</p> <p style="text-align: right;">Page 87</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
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1 the proposed alternative to build the freeway. Thank
 2 you.

3 THE FACILITATOR: Thank you.
 4 Phillip Morales.
 5 Use this microphone, please.

6 MR. MORALES: Good evening. Thank you for
 7 letting me speak. I'm kind of emotional right now, but
 8 I'm a veteran, I'm a Gila River Community member, I speak
 9 my language, I'm very related to my culture.

10 South Mountain is the most sacred mountain we
 11 have for the Akimel and O'odham people. And I know
 12 that's -- I'm from District 6 and I know that that
 13 freeway's going to go through our cultural sites.
 14 Elaborate petroglyphs that our great-, great-, great-,
 15 great-grandfathers kids' hands put their hands on there.
 16 You know, I could put my hand on there, I know I'm
 17 touching their hands from hundreds of years ago.

18 Suhu, man of the maize, you all know was -- this
 19 was the son of God, like Jesus Christ, it was son of our
 20 mountain tribes, we are all related to one God. He came
 21 down from heaven, we call him elder brother Suhu, he came
 22 and lived in South Mountain and he showed us how to live
 23 our life, the four stages of life: How to respect, how
 24 to learn your language, your first love, when you have a
 25 family do it right, then your third sage is to become

Code	Issue	Response
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Code	Comment Document
1	<p style="text-align: right;">Document Created: 7/21/2013 9:08:01 AM by Web Comment Form</p> <p>Thomas Biswas The video and the simulation was very informative. After viewing the materials in the website, I feel so much confident knowing that ADOT has done a through study to come up with the draft EIS and recommending the preferred alternatives. The Loop 202 South Mountain Freeway is badly needed to connect the east and west valley and will be a huge economic driver for the phoenix metro area.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>4407</p> <p>1 timer. Please begin.</p> <p>2 MR. BIVVINS: Okay. Pretty much the same thing,</p> <p>3 I travel on this piece of freeway every day between the</p> <p>4 99th and 59th Avenue, and it's the biggest bottleneck in</p> <p>5 town. We watch the news every morning and that piece of</p> <p>6 freeway is always backed up and a mess every day, every</p> <p>7 morning and every afternoon.</p> <p>8 So the thought to me is to bring the 101 down</p> <p>9 and feed to the freeway and bring the 202 up and feed</p> <p>10 into that freeway. Everyone going north who wants to go</p> <p>11 north will get on that piece of I-10, Everyone going</p> <p>12 south would go on that piece of I-10. If you lined them</p> <p>13 up, that piece of freeway will not end up being jammed up</p> <p>14 with all this traffic, it will end up being funneled on</p> <p>15 that five-mile stretch of road.</p> <p>16 I'm all for the 202, I just think it could be</p> <p>17 moved further west where Tolleson is at and go through</p> <p>18 that same piece of freeway, that same interchange and</p> <p>19 make it one big -- hopefully like the other things are in</p> <p>20 town. That's all I have. Thank you.</p> <p>21 THE FACILITATOR: Thank you.</p> <p>22 Another reminder for those of you who are in the</p> <p>23 ballroom, if you're planning on speaking please make sure</p> <p>24 you register at the registration desk, your name will</p> <p>25 appear on the screen, and we'll call you in the order</p> <p style="text-align: right;">Page 76</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

1

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

Code	Comment Document						
<div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">1</div>	<p data-bbox="376 433 913 485">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 504 1345 667"> <tr> <td data-bbox="376 504 857 570">INCOMING CALL DATE: 6/12/13</td> <td data-bbox="857 504 1345 570">INCOMING CALL TIME: 7:18 PM</td> </tr> <tr> <td data-bbox="376 570 857 620">CALLER: KIMARA BLACK [UNCLEAR]</td> <td data-bbox="857 570 1345 620">CALLER ADDRESS: 5656 W. 17TH AVENUE, C7</td> </tr> <tr> <td data-bbox="376 620 857 667">PHONE:</td> <td data-bbox="857 620 1345 667">EMAIL:</td> </tr> </table> <p data-bbox="376 671 717 697">CALLER REMARKS/QUESTIONS:</p> <p data-bbox="376 701 1177 727">I support the South Mountain Freeway. The building of it, I think is a wonderful thing.</p>	INCOMING CALL DATE: 6/12/13	INCOMING CALL TIME: 7:18 PM	CALLER: KIMARA BLACK [UNCLEAR]	CALLER ADDRESS: 5656 W. 17 TH AVENUE, C7	PHONE:	EMAIL:
INCOMING CALL DATE: 6/12/13	INCOMING CALL TIME: 7:18 PM						
CALLER: KIMARA BLACK [UNCLEAR]	CALLER ADDRESS: 5656 W. 17 TH AVENUE, C7						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
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INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 3:14 PM						
CALLER: DOMINIC BLACKMORE	CALLER ADDRESS: P.O. BOX 50086, PHOENIX, AZ 85076						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 7/23/13</td> <td data-bbox="857 506 1339 572">INCOMING CALL TIME: 6:06 PM</td> </tr> <tr> <td data-bbox="376 572 857 620">CALLER: MIKE BLACKWELL</td> <td data-bbox="857 572 1339 620">CALLER ADDRESS: 16814 WEST ORACLE RIM, SURPRISE, ARIZONA</td> </tr> <tr> <td data-bbox="376 620 857 669">PHONE:</td> <td data-bbox="857 620 1339 669">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: Yes, I just wanted to leave a message that I support the South Mountain freeway. I think it's good for the Arizona economy and would bring a lot of different jobs and subsequently would definitely make transportation much better when you move around the Phoenix area. Thank you. Bye now.</p>	INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 6:06 PM	CALLER: MIKE BLACKWELL	CALLER ADDRESS: 16814 WEST ORACLE RIM, SURPRISE, ARIZONA	PHONE:	EMAIL:
INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 6:06 PM						
CALLER: MIKE BLACKWELL	CALLER ADDRESS: 16814 WEST ORACLE RIM, SURPRISE, ARIZONA						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p style="text-align: right;">Document Created: 7/24/2013 11:40:16 PM by Web Comment Form</p> <p>Raelynna Blair I absolutely want the freeway. Laveen has no restauramts or anything for a family to do. With the 202 I could get to these things easier as well as get to work in Chandler easier. Also, this would help with the congestion on Baseline and the 10</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p style="text-align: center;">1</p>	<p> From: Projects To: ADOT Subject: FW: 202 Date: Monday, May 20, 2013 8:44:01 AM </p> <hr/> <p> From: BBlake4192@aol.com [mailto:BBlake4192@aol.com] Sent: Friday, May 17, 2013 5:56 PM To: Projects Subject: 202 </p> <p> We would like the South Mountain freeway to be built. Thank you. Michael and Elizabeth Blake </p> <hr/> <p> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>From: Projects To: ADOT Subject: FW: Build South Mountain Freeway Please Date: Wednesday, May 22, 2013 10:51:39 AM</p> <hr/> <p>-----Original Message----- From: Dorothy [mailto:mdbless@yahoo.com] Sent: Tuesday, May 21, 2013 1:40 PM To: Projects Subject: Build South Mountain Freeway Please</p> <p>Ladies & Gentlemen,</p> <p>I vote in favor of this long over due project. I recently moved to Laveen, AZ (originally from San Antonio, TX) in March 2013 and agree that this highway would bring a positive economic impact to Laveen, AZ and help drivers like myself commute better in the metro Phoenix area. Please do not delay this project anymore. I can hardly wait to see the construction team to build...wish it were tomorrow!</p> <p>Thank you for reading.</p> <p>Sincerely, Maria D. Blessing 6920 W. Darrel Rd. Laveen, AZ 85539</p> <hr/> <p>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p style="text-align: center;">1</p>	<p> From: Charles To: Projects Subject: 202 Date: Wednesday, July 24, 2013 9:51:45 AM </p> <hr/> <p>To whom it concerns</p> <p>I am against the the southwest portion of the 202 I feel the the draft EIS was not thorough . Much smarter infrastructure options exist in the city center</p> <p>Charles Blonkenfeld Phoenix, Arizona Sent from my iPhone</p>

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

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: public hearing phase of the Draft Environmental Impact Study/South Mountain Freeway Date: Friday, June 07, 2013 3:26:49 PM</p> <hr/> <p>From: Brynda Blowers [mailto:taloatombi@gmail.com] Sent: Friday, June 07, 2013 3:11 PM To: Projects Subject: public hearing phase of the Draft Environmental Impact Study/South Mountain Freeway</p> <p>Dear ADOT,</p> <p>As a longtime resident of Ahwatukee, I am deeply opposed to the freeway being built through the Ahwatukee Foothills.</p> <p>I lived and raised my son in the Ahwatukee Foothills for many years. After 4 years in Seattle I have once again chosen Ahwatukee as my home for my my family. Ahwatukee is a unique part of Phoenix that enjoys access to one of the most beautiful parts of the city, the foothills and South Mountain Park. We live here because of the quality of life. It is quiet, has relatively low crime and traffic and has more of a "neighborhood" feel than most parts of the city. In addition, and probably most importantly, we are surrounded with the beautiful Sonoran Desert and it's wildlife. We enjoy seeing javelina, coyotes, owls, eagles etc. on a regular basis that reside in South Mountain Park and the surrounding desert.</p> <p>We currently reside just a couple of miles north of Pecos road at the base of South Mountain and would love to continue to make our home here. We chose the area specifically because of it's separation from the rest of the city, it's desert (not city) feel, it's distant proximity to a freeway and general quality of life.</p> <p>Building the freeway would route the freeway by-pass directly through the Ahwatukee foothills. First of all, the noise pollution alone would ruin the serenity we currently enjoy as part of our quality of life. Secondly, the long-term impact of the pollution of hundreds of thousands of cars and trucks through this pristine desert environment is almost unimaginable. Not only to the desert animals we share our home with but to all of the residents of the Ahwatukee foothills. Thirdly, the quality of life that the residents chose the foothills for would all but disappear. Property values will plummet, crime will rise, and our "neighborhood feel" will be a thing of the past. Furthermore, there is always the potential of hazardous waste accidents on the freeway and an unimaginable impact from that alone. And lastly, the construction of the freeway itself would immediately and intensely disrupt the lives of all foothills and Gila River residents in a dramatically negative manner.</p> <p>I simply cannot imagine climbing telegraph pass trail as I often do and instead of the serene beautiful view of the desert as far as the eye can see south, there is a roaring freeway and a resulting low hanging dark cloud of pollution.</p> <p>The Ahwatukee foothills are one of the last remaining truly lovely and suburban desert areas of Phoenix with one of the highest qualities of life in the city in my opinion. This proposed freeway would forever ruin the area and I would imagine prompt many, many residents (including myself) that chose the area because of it's beauty and remoteness to leave.</p>

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Code	Issue	Response
1	Biology, Plants, and Wildlife	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Noise	
3	Air Quality	
4	Neighborhoods/Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement beginning on page 4-91).
5	Economics, Socioeconomics	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138-47; "Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor"). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
6	Neighborhoods/Communities	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Draft Environmental Impact Statement sidebar on page 4-21.
7	Hazardous Materials	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
8	Visual Resources	Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-170 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.

Code	Comment Document
<p>9</p>	<p>I urge you to find another solution to this proposed freeway to preserve the residents quality of life, the beautiful foothills and the desert surrounding it. Once the freeway is built this area will forever change for the negative and the desert foothills will never be the same. This brings tears to my eyes. Please find another solution with far less impact to this environment and neighborhood.</p> <p>Sincerely, Brynda L. Blowers 730 E. Mountain Sage Dr Phoenix, Az 85048</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

Code	Issue	Response
<p>9</p>	<p>Alternatives, E1 Alternative</p>	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>

Code	Comment Document
<p>1</p> <p>2</p> <p>3</p> <p>4</p> <p>5</p> <p>6</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>	<p>MS. BLOWERS: I am deeply passionate about this neighborhood. My son grew up here, and we loved it so much. We moved to Seattle, and when we came back to Phoenix, we chose Ahwatukee again, to live here. So we love the neighborhood. We live up against South Mountain.</p> <p>So I have several things I'm deeply opposed to about this.</p> <p>Number one, the construction alone: the impact on the neighborhood traffic, the noise, the dust. I can't even imagine the problems we would have with that.</p> <p>Number two, there is animals all over this place. It's separated from the city. You know, we hear the coyotes at night. We have eagles. We have owls. The environment alone, the exhaust from the freeway. The impact on the land and the animals would just change so much. South Mountain Park is something that we use a lot.</p> <p>Number three, the proximity to the schools. My son attended Keystone Montessori. It's right next to where the freeway will be built. It's an amazing school. I can't even imagine how different it would be, being right next to a freeway, because, you know, it's just so -- It's so much desert. It's just desert out there. You can see the stars at night. You know, it's quiet. I would really be concerned about -- I just wouldn't want my son to attend a school next to a freeway.</p>
<p>1</p> <p>2</p> <p>3</p> <p>4</p> <p>5</p>	<p>Page 13</p> <p>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
1	Construction	The freeway construction staging plan for the area along Pecos Road would allow for keeping east-west travel open during construction. One side of the freeway would be constructed while traffic remained on Pecos Road. When complete, traffic would be shifted from Pecos Road to the new freeway. At that time, the other side of the freeway would be built. Therefore, traffic would be able to continue to operate as it currently does during construction. However, temporary detours may be needed during construction. (See Final Environmental Impact Statement page 3-27.) Where feasible, noise barriers would be constructed as early as possible in the construction phasing to shield adjacent properties from construction-related noise impacts
2	Safety and Health	To reduce the amount of construction dust generated, particulate control measures related to construction activities must be followed. The following mitigation measures would be followed, when applicable, in accordance with the most recently accepted version of the Arizona Department of Transportation <i>Standard Specifications for Road and Bridge Construction</i> (2008). Prior to construction and in accordance with Maricopa County Rule 310, Fugitive Dust Ordinance, the contractor shall obtain an approved dust permit from Maricopa County Air Quality Department for all phases of the proposed action. The permit describes measures to be taken to control and regulate air pollutant emissions during construction (see page 4-173 of the Final Environmental Impact Statement).
3	Biology, Plants, and Wildlife	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
4	Air Quality	
5	Noise	

Code	Comment Document
6	<p>1 Number four, the housing impact. I think property 2 values would drop considerably because the desirability of the 3 neighborhood would greatly go down. I personally would -- 4 probably would leave the neighborhood. So it just wouldn't be 5 the same. And I think that would really impact the housing 6 market.</p> <p>7 Number five, it would route all the trucks with 8 hazardous waste through the Ahwatukee Foothills. And all those 9 trucks that are bypassing Phoenix: Right through.</p> <p>10 Again, the school, the proximity to the schools; 11 there is always a possibility of an accident. The -- I just -- 12 I can't -- I would never move here if that were, you know, an 13 issue.</p> <p>14 Number six, the noise alone. I know there would be 15 sound walls built. But we live up against South Mountain. I 16 think that would create kind of a -- just a noise tunnel 17 between the freeway and South Mountain. I think it would -- 18 It's really quiet at night here. It's nice. It's serene. 19 It's the reason we moved here. The freeway would change all of 20 that, noise-wise, noise pollution.</p> <p>21 And the most important point of all is that 22 Ahwatukee is very unique in the Phoenix area. You know, there 23 is places in other cities that -- Cave Creek has the term of 24 the mountains of the desert. Parts of Scottsdale, Carefree, 25 you know, they have that, what people move there for. And</p>
7	
5	
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Code	Issue	Response
6	Economics, Socioeconomics	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138-47; "Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor"). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
7	Hazardous Materials	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
8	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix. As discussed in the Noise Analysis Technical Report prepared for the Final Environmental Impact Statement, the proposed South Mountain Freeway was modeled in the latest version of the Traffic Noise Model (version 2.5). This is a three-dimensional model that factors in elements of the proposed freeway using x, y, and z coordinates. The model did account for the elevations of the freeway, nearby homes, which may be elevated above the roadway, and any recommended barriers between the homes and freeway. This is the same procedure and same model used for other freeway projects in the Valley and across the country.

Code	Comment Document
<p>9</p>	<p>1 people -- This is, I think, the last part of Phoenix that I 2 know of that has that kind of charm and quietness, and you live 3 in the city but you're not in the city.</p> <p>4 The reason -- People don't move to Ahwatukee 5 because it's convenient. They call it the world's largest 6 cul-de-sac. I personally moved here because it's not 7 convenient. Both times I moved here, we chose to be as far 8 from the freeway as possible because we knew that's less 9 pollution, less noise, less crime.</p> <p>10 You build a freeway right through the Ahwatukee 11 Foothills: The charm, I mean, you know, the noise. You would 12 have exits. There would be, you know, who knows? Truck stops, 13 gas stations would be built. Everything that comes with a 14 freeway.</p> <p>15 Immediately, crime is completely going to change. 16 The crime is relatively not -- It's not bad out here. I mean, 17 it is here, but we don't really worry about it much because, 18 you know, it's too inconvenient. Things don't happen out here. 19 You know, crooks don't want to come out and rob you and then 20 drive 10 miles back to the freeway. It's just too -- You know, 21 it does happen, but I think crime would go up exponentially.</p> <p>22 The entire -- Again, the inconvenience of 23 Ahwatukee. We're sandwiched back here in the corner, behind 24 the mountain. We have the reservation on the other side. So 25 it's this little micro-environment of: You know, we are part</p>
<p>10</p>	<p style="text-align: right;">Page 15</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
<p>9</p>	<p>Neighborhoods/ Communities</p>	<p>While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement beginning on page 4-91).</p>
<p>10</p>	<p>Neighborhoods/ Communities</p>	<p>While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.</p>

Code	Comment Document
11	<p>1 of Phoenix, but we're completely separate. And we live here 2 because we love that. We love that.</p> <p>3 I don't mind driving, you know, 20 minutes into the 4 city. I just don't mind it. For me, the tradeoff is worth it.</p> <p>5 I think the entire charm, the neighborhood feel of 6 Ahwatukee which it really has right now, would completely 7 change. I think the impact on what Ahwatukee is, a 8 neighborhood, a quiet neighborhood, a safe neighborhood, a 9 place to raise children, a beautiful neighborhood -- Granted, 10 you know, a lot of that, some of it won't change.</p> <p>11 But the long-term impacts on the environment, on 12 South Mountain. You know, I can't imagine climbing that, like 13 we do all the time in the winter, and looking out and it's, you 14 know, seeing a haze and seeing the freeway instead of just 15 beautiful desert. I mean, it just will change everything.</p> <p>16 And I -- It would make me so sad to -- I would want 17 to leave. You know, I don't want to be that close to a big 18 freeway. I don't want to be that close to -- to the noise. I 19 don't want to be that close to -- Well, the reason we moved out 20 here is because we're -- we're separate. We're far. We like 21 it that way.</p> <p>22 And I -- I think, generally, most people would 23 agree with me. It makes -- It's a very, very unique 24 neighborhood to Phoenix because of the way it -- because it's 25 the world's largest cul-de-sac. It is -- It has charm. It has</p> <p style="text-align: right;">Page 16</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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

Code	Comment Document
<div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">12</div>	<div style="border: 1px solid black; padding: 10px; margin: 10px auto; width: 90%;"> <p>1 quiet. It has the environment. It has -- We're separated a 2 little bit from the smog because of that. And that's very 3 important to me.</p> <p>4 I think a freeway down Pecos Road, where -- where 5 they plan on, is just going to change everything. It's going 6 to change everything. I just can't even imagine it. And it 7 just brings me to tears to think about it. And I hope -- I 8 hope the people, you know, are paying attention and they can 9 find another alternative for this.</p> <p>10 Or perhaps don't even build it. You know, 11 ultimately, just leave it the way it is. Phoenix is big 12 enough. You know, things -- Certain things are inconvenient. 13 But, you know, find another solution because I think I speak 14 for a lot of people. We don't want it. And I think it will 15 just ruin what is the last of Phoenix's very unique 16 neighborhoods.</p> <p>17 You know, I would personally want to move to 18 something like Cave Creek, if this happens, because of that.</p> <p>19 So I just urge them to consider an alternative, 20 something without the incredible, incredible environmental and 21 neighborhood impact. There is only something like 77,000 22 residents here. The impact, you know, in the Foothills, to 23 those people, would be enormous comparatively and to each 24 individual family that lives there and the children.</p> <p>25 And -- And I think, honestly think -- I can't</p> </div> <p style="text-align: right; margin-top: 10px;">Page 17</p> <p style="text-align: center; margin-top: 10px;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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

Code	Comment Document
<p style="text-align: center;">13</p>	<div style="border: 1px solid black; padding: 10px; margin: 10px auto; width: 80%;"> <p>1 imagine a lot of people staying, because the people that I know</p> <p>2 live in Ahwatukee because of how it is right now: quiet,</p> <p>3 serene, less pollution, less crime, dark, quiet.</p> <p>4 And that would change everything. So they need to</p> <p>5 find another alternative.</p> <p>6</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p> </div> <p style="text-align: right; margin-top: 20px;">Page 18</p> <p style="text-align: center; margin-top: 10px;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
<p style="text-align: center;">13</p>	<p>Purpose and Need, Lack of Support</p>	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>

Code	Comment Document
1	<p style="text-align: right;">Document Created: 5/21/2013 3:42:21 PM by Web Comment Form</p> <p>Lindsey Blum I support the Loop 202 South Mountain Freeway. I think that it will benefit the valley greatly both economically, and for the sake of efficiency in traffic flow.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p style="text-align: right;">Document Created: 5/21/2013 1:46:52 PM by Web Comment Form</p> <p>Barbara Boblett I want to express my support for the proposed loop 202. It has been approved by the voters and discussed for over 20 years. The need for it has only increased. As a resident of Laveen for the past 7 years I have seen the great increase in traffic with little increase in businesses. I beleive this freeway will help not only the traffic but the economics of the area.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="372 504 857 572">INCOMING CALL DATE: 05/14/13</td> <td data-bbox="857 504 1336 572">INCOMING CALL TIME: 10:22 AM</td> </tr> <tr> <td data-bbox="372 572 857 620">CALLER: BARB BOBLETT</td> <td data-bbox="857 572 1336 620">CALLER ADDRESS: 7118 W. ELLIS STREET, LAWEEN, AZ 85339</td> </tr> <tr> <td data-bbox="372 620 857 669">PHONE:</td> <td data-bbox="857 620 1336 669">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: Hi. I just wanted to leave a message with my support for putting in the freeway. Thank you.</p>	INCOMING CALL DATE: 05/14/13	INCOMING CALL TIME: 10:22 AM	CALLER: BARB BOBLETT	CALLER ADDRESS: 7118 W. ELLIS STREET, LAWEEN, AZ 85339	PHONE:	EMAIL:
INCOMING CALL DATE: 05/14/13	INCOMING CALL TIME: 10:22 AM						
CALLER: BARB BOBLETT	CALLER ADDRESS: 7118 W. ELLIS STREET, LAWEEN, AZ 85339						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<div style="display: flex; flex-direction: column; gap: 10px;"> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; text-align: center; line-height: 20px;">1</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; text-align: center; line-height: 20px;">2</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; text-align: center; line-height: 20px;">3</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; text-align: center; line-height: 20px;">4</div> </div>	<p> From: Projects To: ADOT Subject: FW: No South Mountain Freeway Date: Monday, May 20, 2013 8:34:38 AM </p> <hr/> <p> From: Theodore Bodjanac [mailto:tbodjanacrelc@yahoo.com] Sent: Friday, May 17, 2013 9:42 PM To: Projects Subject: No South Mountain Freeway </p> <p> I am a resident of Laveen and I am completely against the new freeway idea as it will destroy the quality of life in this community. We don't want this to become another central Phoenix or Tempe. Life here is peaceful and it needs to stay this way. Please respect the lives of the people of our community and do not build this freeway through the South Mountain area. Freeways divide communities, destroy nature and bring urban blight. You need to find another place for a bypass. We don't want it here. </p> <p> Theodore G. Bodjanac Laveen, AZ </p> <hr/> <p style="font-size: small;"> Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments. </p>

Code	Issue	Response
1	Neighborhoods/ Communities	The Laveen Village area is anticipated to have a built-out population of over 105,000 (see Final Environmental Impact Statement page 4-14). This proposed level of development places increasing demand on the road network. The City of Phoenix's General Plan for Laveen Village has designated areas along the proposed freeway for commercial development that cannot support the projected densities without implementation of the proposed freeway. Without the proposed freeway, the conversion of land from undeveloped and agricultural uses to residential, commercial, and industrial land uses would likely continue, placing a greater demand on surface streets (see Final Environmental Impact Statement page 4-14).
2	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Purpose and Need, Truck Bypass	
4	Neighborhoods/ Communities	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.

Code	Comment Document
	<p>From: Sierra Club on behalf of Murray Bolesta To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Wednesday, July 24, 2013 12:05:31 PM</p> <hr/> <p>Jul 24, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>America's past was defined by rapacious exploitation. Her future will be defined by balanced conservation.</p> <p>2 The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.</p> <p>3</p> <p>4 South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.</p> <p>5</p> <p>6 The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.</p> <p>7</p> <p>8 The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.</p> <p>1 Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</p> <p>Sincerely,</p> <p>Mr. Murray Bolesta 291 W Calle Lecho Green Valley, AZ 85622-1603</p>

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

Code	Comment Document

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

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

INCOMING CALL DATE: 05/14/13	INCOMING CALL TIME: 2:15 PM
CALLER: GARY BONEBRIGHT	CALLER ADDRESS: 3844 E. SEQUOIA TRAIL, PHOENIX, AZ 85044
PHONE:	EMAIL:

1

CALLER REMARKS/QUESTIONS:

I support the South Mountain Freeway extension. Thank you.

Code	Issue	Response
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1		Comment noted.
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Code	Comment Document						
	<p data-bbox="376 433 913 485">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 504 1345 667"> <tr> <td data-bbox="376 504 860 570">INCOMING CALL DATE: 5/16/13</td> <td data-bbox="860 504 1345 570">INCOMING CALL TIME: 5:31 PM</td> </tr> <tr> <td data-bbox="376 570 860 618">CALLER: DAVID BOONE</td> <td data-bbox="860 570 1345 618">CALLER ADDRESS: CHANDLER, AZ</td> </tr> <tr> <td data-bbox="376 618 860 667">PHONE:</td> <td data-bbox="860 618 1345 667">EMAIL:</td> </tr> </table> <p data-bbox="376 671 724 699">CALLER REMARKS/QUESTIONS:</p> <p data-bbox="376 701 1333 782">I do support the Loop 202 South Mountain Freeway going down Pecos Road and connecting to Interstate 10 on the west valley. I am a supporter of that and I would like to see that pushed through. Thank you.</p>	INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 5:31 PM	CALLER: DAVID BOONE	CALLER ADDRESS: CHANDLER, AZ	PHONE:	EMAIL:
INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 5:31 PM						
CALLER: DAVID BOONE	CALLER ADDRESS: CHANDLER, AZ						
PHONE:	EMAIL:						

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 5/18/13</td> <td data-bbox="857 506 1342 572">INCOMING CALL TIME: 4:22 PM</td> </tr> <tr> <td data-bbox="376 572 857 620">CALLER: SHARON BOREAJON</td> <td data-bbox="857 572 1342 620">CALLER ADDRESS: PARADISE VALLEY, AZ</td> </tr> <tr> <td data-bbox="376 620 857 669">PHONE:</td> <td data-bbox="857 620 1342 669">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: Hello, I support the 202 freeway extension around South Mountain.</p>	INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 4:22 PM	CALLER: SHARON BOREAJON	CALLER ADDRESS: PARADISE VALLEY, AZ	PHONE:	EMAIL:
INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 4:22 PM						
CALLER: SHARON BOREAJON	CALLER ADDRESS: PARADISE VALLEY, AZ						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: Loop 202 Freeway comment Date: Tuesday, June 18, 2013 9:50:56 AM</p> <hr/> <p>Thank you, Felicia Beltran Senior Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-319-7709 azdot.gov </p> <p>From: Paul Bosch [mailto:paul.bosch@southmountaincc.edu] Sent: Tuesday, June 18, 2013 9:21 AM To: Projects Subject: Freeway comment</p> <p>To whom it may concern:</p> <p>1 We would urge ADOT to make the connection with I-10 west (59th Ave) starting at Riggs Road and cutting west. This location has very few nearby homes or communities, that would suffer from the huge amount of air and noise pollution generated by a new Freeway.</p> <p>2 3 4 The proposed route along Pecos road, in contrast, is very close to thousands of homes, along with churches and schools - with many people who would suffer daily from the intense pollution.</p> <p>5 We also urge ADOT to avoid cutting into South Mountain Park. The Phoenix area had plenty of roads, highways, and sprawled developments, but the park is a irreplaceable jewel of peace, quiete, and desert habitat within this huge metropolitan areas. To have a freeway so close to the park (actually within part of the park) would be a tragedy for all of our valley residents and tourist visitors.</p> <p>6 Lastly, Pecos road has become a Mecca for bicyclists, runners, roller bladers and others, with its wide shoulders and desert views. Putting a freeway there instead would of course destroy the value and current use of this important road.</p> <p>Thank you for reviewing our comments, Paul and Pamela Bosch</p> <p>-- Paul Bosch: Ed.D Professor of Biology 7050 South 24th Street Phoenix, AZ 85042 phone 602-305-5795</p>

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

Code	Comment Document
	<p>email paul.bosch@southmountaincc.edu website www.southmountaincc.edu</p> <hr/> <p>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</p>

Code	Issue	Response

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: Build the South Mountain Freeway Date: Tuesday, May 14, 2013 9:38:45 AM </p> <hr/> <p> From: Jeremiah Botello [mailto:jeremiah.botello@gmail.com] Sent: Saturday, May 11, 2013 11:21 AM To: Projects; info@buildthe202.com Subject: Build the South Mountain Freeway </p> <p>Let's do it!</p> <p>-- Jeremiah Botello</p> <p>'A disciplined mind is one which can read, write critically and do efficient work in discovery.'</p> <p>- Mortimer Adler</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p style="text-align: right;">Document Created: 5/21/2013 8:34:00 PM by Web Comment Form</p> <p>Jeff Bowman</p> <p>This section of the freeway is overdue to be built. It is unfortunate that the State did not lock up this land earlier and avoid the extra costs that will be incurred to build it today. I would prefer to see it built on the reservation and let Pecos remain as a street. It could be useful as a relief if there was ever an accident on the new freeway.</p>

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

Code	Comment Document						
	<div data-bbox="366 431 913 485" style="text-align: center;"> <p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> </div> <table border="1" data-bbox="366 501 1342 691"> <tr> <td data-bbox="366 501 857 570">INCOMING CALL DATE: 7/23/13</td> <td data-bbox="857 501 1342 570">INCOMING CALL TIME: 4:25 PM</td> </tr> <tr> <td data-bbox="366 570 857 643">CALLER: JOHN BOWN</td> <td data-bbox="857 570 1342 643">CALLER ADDRESS: 2610 EAST BEVERLY ROAD, PHOENIX, ARIZONA 85042</td> </tr> <tr> <td data-bbox="366 643 857 691">PHONE:</td> <td data-bbox="857 643 1342 691">EMAIL:</td> </tr> </table> <div data-bbox="366 693 1320 782"> <p>CALLER REMARKS/QUESTIONS: And I am in support of building the extension of the freeway south of South Mountain to connect the 202 out to the Interstate 10. Thanks bye, bye.</p> </div>	INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 4:25 PM	CALLER: JOHN BOWN	CALLER ADDRESS: 2610 EAST BEVERLY ROAD, PHOENIX, ARIZONA 85042	PHONE:	EMAIL:
INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 4:25 PM						
CALLER: JOHN BOWN	CALLER ADDRESS: 2610 EAST BEVERLY ROAD, PHOENIX, ARIZONA 85042						
PHONE:	EMAIL:						

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>Matthew Boyd Document Created: 7/12/2013 1:26:27 PM by Web Comment Form</p> <p>Soon I will be leaving Arizona and the Ahwatukee Foothills area that I have called home for the past 31 years. ADOT do your best to destroy this wonderful community and I will remember it fondly as it used to be and should remain. What person has this project continuing seems to want to remain hidden but there is no doubt there is a person who is driving this insistently forward. Aside from a few developers and greedy land owners, who couldn't care less about our community, no one wants to see the truck traffic this road will bring. Anyone who has seen the roads and the traffic, as I have for many years traveling for work, knows the attraction of this by-pass will be irresistible for the big rigs. The prevailing winds will blow it all right into the Foothills and into Ahwatukee. Who is it that is so angry with Ahwatukee Foothills?</p>
2	
3	
4	

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

LOOP 202
South Mountain
Freeway Study 2013

Draft Environmental Impact Statement
COMMENT FORM

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

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

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

It is helpful to ADOT to receive comments on:

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

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


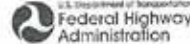
I oppose the South Mnt. Freeway for several reasons:

1. *Impact on air quality, eg. children + schools near the freeway. It's been determined that asthma + autism are linked to auto + diesel exhaust fumes.*
2. *No one has convinced me that this road is needed.*
3. *No one has convinced me that it will not become a truck route for CAN-Mex TRUCKS.*

Optional
Name: *John Boyer* Email: *NJohn@cox.net*
Address: *2545 E. Cathedral Pkwy*
City: *Phoenix, AZ* State: _____ Zip: *85008*
Phone: _____ Fax: _____

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

ADOT TRACS No.: 202L MA 054 HS754 01L • Federal-aid Project No.: NH-202-D(ADY) 13-00

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

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

Code	Comment Document
	<p>From: John Boyer To: Projects Subject: comments on S Mountain Freeway Date: Wednesday, July 24, 2013 3:41:17 PM</p> <hr/> <p>As an Ahwatukee senior resident, and supporter of PARC, I appose the freeway for the following reasons:</p> <p>1 Dated projections were used to justify the project. No justification to build it now. Plus growth conditions can change due to water shortages, etc. which could diminish the need of such an expensive and divisive project.</p> <p>2 No emergency plan is part of "draft" to evacuate residents in the event of a chemical spill.</p> <p>3 Mexican truck traffic would generate high sulphur diesel exhaust fumes, exasperating existing and causing new serious breathing problems.</p> <p>4 It is an environmental travesty to ruin South Mountain Park by routing the unnecessary freeway through it. This would never be acceptable in environmental friendly states like Oregon, Washington, or California.</p> <p>5</p> <p>John f. Boyer 2545 E. Cathedral Rock Drive Phoenix, AZ 85048</p>

Code	Issue	Response
1	Purpose and Need, Lack of Support	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Hazardous Materials	
3	Trucks	
4	Air Quality	
5	Section 4(f) and Section 6(f)	

Code	Comment Document
1	<p>Stephen Bradford Document Created: 5/21/2013 3:39:56 PM by Web Comment Form</p> <p>I am in favor of the new Freeway. I support either the W59 alternative or the W101 Central alternative with a preference of the W101. I believe that the study participants have put forth a good faith effort to determine all the possible impacts that this new freeway will have and have done a good job of mitigating those impacts with the alternatives proposed. Phoenix is going to continue to grow whether this freeway is built or not, the only way to keep Phoenix a great place to live is to provide the people with adequate infrastructure.</p>

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

Code	Comment Document						
	<p data-bbox="376 431 913 479">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 501 1345 667"> <tr> <td data-bbox="376 501 860 570">INCOMING CALL DATE: 5/15/13</td> <td data-bbox="860 501 1345 570">INCOMING CALL TIME: 6:23 PM</td> </tr> <tr> <td data-bbox="376 570 860 618">CALLER: JOANNE BRADFORD</td> <td data-bbox="860 570 1345 618">CALLER ADDRESS: QUEEN CREEK, AZ</td> </tr> <tr> <td data-bbox="376 618 860 667">PHONE:</td> <td data-bbox="860 618 1345 667">EMAIL:</td> </tr> </table> <p data-bbox="376 671 717 695">CALLER REMARKS/QUESTIONS:</p> <p data-bbox="376 701 932 725">I support the building of the new freeway. Thank you. Bye.</p>	INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 6:23 PM	CALLER: JOANNE BRADFORD	CALLER ADDRESS: QUEEN CREEK, AZ	PHONE:	EMAIL:
INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 6:23 PM						
CALLER: JOANNE BRADFORD	CALLER ADDRESS: QUEEN CREEK, AZ						
PHONE:	EMAIL:						

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: Support South Mountain Loop 202 Date: Monday, May 20, 2013 8:32:25 AM </p> <hr/> <p>-----Original Message----- From: Mike C. Bradley [mailto:mcb Bradley@safeguard.us] Sent: Saturday, May 18, 2013 5:57 AM To: Projects Subject: Support South Mountain Loop 202</p> <p>I'm writing in support of the building of the South Mountain Loop 202 Extension. This route is long overdue and will have a long term positive impact in our valley. I'm an Awhatukee/Foothills resident of 20 years and I urge you to move forward to build this freeway.</p> <p>Mike Bradley Sent from my iPad</p> <hr/> <p>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: 202 Date: Monday, May 20, 2013 8:31:52 AM </p> <hr/> <p>-----Original Message----- From: Carol Bradley [mailto:mutzeraz@yahoo.com] Sent: Saturday, May 18, 2013 8:29 AM To: Projects Subject: 202</p> <p>I do NOT want 202 too many trucks</p> <p>Sent from my iPhone</p> <hr/> <p>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</p>

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

Code	Comment Document
<p>1 2 3 4 5</p>	<p>From: Kenn Bradley To: Projects Subject: South Mountain Freeway Date: Tuesday, July 23, 2013 6:17:58 PM</p> <hr/> <p>I would like to express my desire for a no build option on the proposed loop 202 South Mountain Freeway. I use Pecos Road for biking and find the unobstructed view of the mountains important to my community.</p> <p>I do not want Ahwatukee to become a major thoroughfare for cross-country traffic. I believe this proposed freeway is a waste of taxpayer money.</p> <p>Thank you for your time and consideration.</p> <p>Kenneth Bradley 4023 E. Hiddenvue Drive Phoenix, AZ 85048</p>

Code	Issue	Response
1	Alternatives, No-Action (No-Build) Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Design	The study has considered concepts for parallel multiuse paths; however, the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.
3	Neighborhoods/Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement beginning on page 4-91).
4	Visual Resources	Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-170 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.
5	Purpose and Need, Truck Bypass	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: Date: Monday, May 20, 2013 8:27:42 AM </p> <hr/> <p> From: catherine bradshaw [mailto:catherine_bradshaw@yahoo.com] Sent: Saturday, May 18, 2013 1:56 PM To: Projects Subject: </p> <p>I support building 202</p> <p>Cathy</p> <hr/> <p> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>From: Projects To: ADOT Subject: FW: 202 Red Mountain Freeway Date: Monday, May 20, 2013 8:22:42 AM</p> <hr/> <p>From: Bob Brady [mailto:bob051904@yahoo.com] Sent: Sunday, May 19, 2013 9:01 PM To: Projects Subject: 202 Red Mountain Freeway</p> <p>AZDOT,</p> <p>I support the 202 Red Mountain Freeway build. Traffic is constantly getting worse and will never get better. I understand that this is an expensive project, however, it will never be cheaper to build that right now and the need will only increase!</p> <p>If more tax is needed for this project I for one will pay more taxes as this is a vital project and if Arizona is to continue to grow and attract more people and more business we must build it and as soon as possible. Thank you for listening to my thoughts!</p> <p>Best Regards, Robert H. Brady</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>1 KYLA BRAKER: I believe that there should 2 be actually an exit also off of 32nd Street. 3 That's all. 4 * * * * 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25</p>

Page 3


Code	Issue	Response
1	Traffic	<p>The determination to not include an interchange at 32nd Street was made in coordination with the City of Phoenix (see Figure 3-8 on page 3-15 of the Draft Environmental Impact Statement). The interchange would have displaced more than 100 homes and would have been located near an existing high school. The City recommended that, based on these impacts, the interchange be removed from the study. In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system, including the shift of access to Foothills Reserve and Calabrea from Pecos Road to Chandler Boulevard. The City study found no adverse effects on the local street system from the freeway (see Appendix 3-1 in the Final Environmental Impact Statement).</p>

Code	Comment Document
1	<p style="text-align: right; font-size: small;">Document Created: 7/23/2013 9:54:50 PM by Web Comment Form</p> <p>Dave Brandau Build it! When looking at what has been done for the freeway transportation system in the phoenix metro area, it is more than obvious that the Loop 202 (South Mountain Freeway) is the primary component that is missing. When we see 2nd tier freeways being built prior to this (e.g. 303) and see what local government officials have been able do to influence extensions from other freeways (e.g. State Route 802), it only becomes a question of who else needs to be brought into the process of assuring that the 202 South Mountain is built. It is necessary for reasons articulated much better and in much more detail in the EIS than I can provide in these comments.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 570">INCOMING CALL DATE: 05/10/13</td> <td data-bbox="857 506 1339 570">INCOMING CALL TIME: 9:45 AM</td> </tr> <tr> <td data-bbox="376 570 857 620">CALLER: TUNDA BRAXTON</td> <td data-bbox="857 570 1339 620">CALLER ADDRESS: 7118 W. MALDONADO ROAD, LAVEEN, AZ 85339</td> </tr> <tr> <td data-bbox="376 620 857 671">PHONE: 602-233-1244</td> <td data-bbox="857 620 1339 671">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I am in favor of the South Mountain Freeway.</p>	INCOMING CALL DATE: 05/10/13	INCOMING CALL TIME: 9:45 AM	CALLER: TUNDA BRAXTON	CALLER ADDRESS: 7118 W. MALDONADO ROAD, LAVEEN, AZ 85339	PHONE: 602-233-1244	EMAIL:
INCOMING CALL DATE: 05/10/13	INCOMING CALL TIME: 9:45 AM						
CALLER: TUNDA BRAXTON	CALLER ADDRESS: 7118 W. MALDONADO ROAD, LAVEEN, AZ 85339						
PHONE: 602-233-1244	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p style="text-align: center;">1</p>	<p> From: Projects To: ADOT Subject: FW: Build the 202 Date: Wednesday, May 15, 2013 11:12:28 AM </p> <hr/> <p> From: Michael Brennan [mailto:mike.brennan@mtba.net] Sent: Wednesday, May 15, 2013 11:04 AM To: Projects Subject: Build the 202 </p> <p> I support the construction/extension of the 202 through Ahwatukee into the 10. </p> <div style="text-align: center;">  </div> <p> <i>Michael T. Brennan</i> <i>Executive Search Consultant</i> <i>1777 E. Marquette Dr.</i> <i>Gilbert, AZ 85234</i> <i>Phone: (480) 503-4779</i> <i>Cell (602) 999-7804</i> <i>FAX: (480) 892-5606</i> mike.brennan@mtba.net www.mtba.net </p> <hr/> <p> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>SOUTH MOUNTAIN PUBLIC HEARING Public comments to reporter) May 21, 2013 10:00 a.m. REPORTED BY: Bonnie Ponce, RPR AZ Certified Reporter No. 50669</p> <p>1</p> <p>2 MS. BRENNAN: Catherine Brennan. 3 So I'm just -- I'm for the Loop 202 because 4 it's going to help with economic development in Laveen 5 and help bridge the two communities of the East and 6 West Valley.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>4233</p> <p>1 at the registration desk, with the exception of some 2 of the pre-registered folks. And we will wait until 3 they arrive or until the next person has registered. 4 Patrick Brennan. Patrick Brennan. 5 Are you Patrick Brennan? 6 MR. BRENNAN: Yes. Sorry it took a 7 minute to get in here. I haven't been watching, so 8 I'm not sure of the appropriate format to address you 9 guys, but -- 10 THE FACILITATOR: You just have three 11 minutes to provide your comments. If you exceed the 12 three minutes, you're welcome to provide your 13 information to our court reporters. 14 MR. BRENNAN: My name is Patrick Brennan; 15 I live in South Phoenix, in the 85042 zip code, which 16 is the eastern portion of South Phoenix. Although I 17 do own a home in Laveen, which is currently rented, 18 is where we used to live. And so I like to think 19 that I have both the economic interest on the Laveen 20 side of this issue, as well as some interest in how 21 this freeway stands to impact the overall South 22 Phoenix area, which is inclusive of the Laveen, South 23 Mountain, and Ahwatukee Villages. 24 On one hand, from the Laveen side, I've 25 been pretty actively involved in advocating for the</p> <p style="text-align: right;">Page 46</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

(Comment codes begin on later page)

Code	Issue	Response

(Response codes begin on later page)

Code	Comment Document
	<div data-bbox="450 395 1339 1651" style="border: 1px solid black; padding: 10px;"> <p>1 202 for a number of years, part of that is because of 2 my background as a brand development specialist in 3 hospitality, which allowed me to work with a whole 4 lot of folks in the commercial real estate industry, 5 and particularly on the development side, and one of 6 the absolute truths that we can see about new 7 development areas like this that have grown as much 8 as they have in recent years in population, is that 9 we are looking for commercial amenities, we're 10 looking for healthcare, and we're looking for other 11 basic things that that population needs, and we can't 12 get that until we have some way to decrease drive 13 times to about 10 minutes, 5 minutes, 10 minutes, 15 14 minutes, tend to be kind of the general rules of 15 thumb, depending on what we're talking about.</p> <p>16 And so in Laveen we have just over 40,000 17 households. In Ahwatukee, we have plenty more, I'm 18 not sure of the precise number, what I do know is 19 that the entire western portion of Ahwatukee is 20 fairly isolated from the amenities that are 21 accessible to the eastern portion of Ahwatukee. So 22 what we'd like to see is bringing those areas 23 together, the Ahwatukee and Laveen communities, 24 simply so that we can get through some of those 25 thresholds of population count. Bring in the</p> </div> <p style="text-align: right; margin-right: 20px;">Page 47</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

(Comment codes begin on next page)

Code	Issue	Response

(Response codes begin on next page)

Code	Comment Document
<p>1</p>	<p>1 hospital, bring in some retail and everything else. 2 Now, one of the other issues, I know 3 you're hearing from plenty of people who live 4 particularly in some of the older, more established 5 areas of Laveen close to 51st Avenue who've seen 6 traffic just increase dramatically on 51st Avenue, 7 and it's become really hazardous to the community in 8 the surrounding area. We're seeing the same thing on 9 Baseline, Baseline Road. Now living further east, I 10 never thought that I would be as impacted by this, 11 but we are; we see surface traffic from trucks that 12 are being diverted off the freeway for various 13 reasons. Some of them just use the area as a 14 short-cut. We're also seeing the -- all the other 15 overflow traffic every time there's an accident or 16 something else. 17 We know that we have air pollution 18 problems in South Phoenix that desperately need to be 19 addressed, but I think it's time we bring those cars 20 off the street and help them get through as fast as 21 possible. And I'm over time. Thank you. 22 THE FACILITATOR: Okay. Thanks. Ed 23 Mears. 24 MR. MEARS: Thank you very much for 25 inviting us. Can you guys hear me just fine?</p> <p style="text-align: right;">Page 48</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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

Code	Comment Document
	<p>4301</p> <p>1 would be feasible. And that's what I've got.</p> <p>2 MR. HAMILTON: I just did a comment via the</p> <p>3 computer, but I thought of something else.</p> <p>4 COURT REPORTER: Okay. What is it?</p> <p>5 MR. HAMILTON: You mean, specifically, my comment?</p> <p>6 COURT REPORTER: Yes.</p> <p>7 MR. HAMILTON: I would like ADOT to keep the</p> <p>8 preferred route, the purple route, in the west end. That's the</p> <p>9 only -- That's the only thing I forgot to add to my original</p> <p>10 comment.</p> <p>11 MR. BRENNAN: Okay. So I already spoke inside,</p> <p>12 regarding some of the impacts specifically with traffic.</p> <p>13 Oh, you have to do every stutter and "Oh," don't</p> <p>14 you? I'm sorry.</p> <p>15 Traffic, particularly with existing traffic</p> <p>16 conditions with the trucks, the warehousing and shipping</p> <p>17 business located to the north of Laveen, currently using</p> <p>18 51st Avenue going south, as well as spilling over frequently</p> <p>19 onto our surface streets like Baseline Road, as well as</p> <p>20 whenever traffic incidents slow traffic on the I-10, which</p> <p>21 pushes traffic onto our surface streets, and I think that that</p> <p>22 creates a negative impact on both the Laveen community as well</p> <p>23 as the rest of the South Mountain/South Phoenix area, which is</p> <p>24 where I presently live, and have previously lived in Laveen and</p> <p>25 remain fairly active in that part of the South Phoenix</p> <p style="text-align: right;">Page 12</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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Code	Issue	Response

(Response codes begin on later page)

Code	Comment Document
	<div data-bbox="450 399 1339 1655" style="border: 1px solid black; padding: 10px;"> <p>1 community, as well.</p> <p>2 Some of the other things that I think are important</p> <p>3 to look at are the economic impacts. We've talked quite a bit</p> <p>4 about the population thresholds that we need to reach, for the</p> <p>5 sake of a hospital and for regional retail and other commercial</p> <p>6 amenities, additional employment for the area, for instance.</p> <p>7 And I think, in addition to that, one of the other</p> <p>8 things to look at is housing. And we currently have a shortage</p> <p>9 of housing available for sale in the Phoenix market, which is</p> <p>10 why we see the construction and general construction-related</p> <p>11 services industries now lobbying in favor of the Loop 202.</p> <p>12 What I think is an important nuance to that part of the</p> <p>13 discussion is that we're not looking at overall increasing</p> <p>14 housing for the Phoenix area and looking at increasing growth</p> <p>15 for the Phoenix area.</p> <p>16 What we are looking at, however, is increasing the</p> <p>17 incentives for growth in an area that's closer to our current</p> <p>18 population centers, that geographically would be in the central</p> <p>19 Phoenix area, close to downtown Phoenix, stretching across to</p> <p>20 Tempe. So, if we actually want to dissuade people from moving</p> <p>21 to the outskirts, like Queen Creek on the southeast side or to</p> <p>22 the extreme northwest side of town, and continue putting</p> <p>23 pressure on the northwest-to-southeast growth of population,</p> <p>24 then we absolutely need the infrastructure in this area, which</p> <p>25 creates that development opportunity in a more in-fill type</p> </div> <p style="text-align: right;">Page 13</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

(Comment codes begin on next page)

Code	Issue	Response

(Response codes begin on next page)

Code	Comment Document
1	<p>1 location and also at the same time enhances the amenities 2 within the City of Phoenix, keeps tax dollars here, keeps 3 people able to stay within the lesser range for seeking out 4 employment or shopping.</p> <p>5 And I think that's about all that I can muster at 6 this point, so I will probably be back if that's okay.</p> <p>7 MS. DAD: I'm in favor of the acquisition for the 8 freeway. I think it will be a benefit for the west side of 9 the -- of the -- of the area, for people to be able to travel 10 from the west side to the east side, avoiding the midtown 11 congestion. I think they have studied every stick and stone 12 and that they can now move forward and pick the 59 route. I 13 think that is the best one for the freeway. That's it. I'm in 14 favor of it.</p> <p>15 MR. CARRILLO: I've been a resident of South 16 Phoenix, in Laveen, all my life, which is 38 years old. I 17 mean, I'm 38 years old now. And, absolutely, there's no 18 question, the freeway being built would be the absolute best 19 for that community in Laveen. And I did hold back in putting 20 in my opinion, to study more concerning the South Mountain, the 21 Gila River. A lot of them are my friends, and I understand 22 their -- their dissatisfaction with everything.</p> <p>23 But I do understand that they also had a problem 24 with the casino first coming in there, a lot of these friends 25 of mine. And, now that the casino has become something</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p data-bbox="459 350 515 374">4305</p> <div data-bbox="459 399 1339 1655" style="border: 1px solid black; padding: 5px;"> <p data-bbox="478 439 1320 606">1 lineup -- 59th connection would be an economic engine. And so 2 it's designed that way. The setbacks are already set up that 3 way. And it would be a -- It would just be a win/win for 4 everybody at the end of the day.</p> <p data-bbox="478 631 1320 798">5 And you're taking that from a person who lives in 6 Tolleson but is employed by the City of Phoenix. So it's a 7 win/win for me because that's how -- that's how I feed my 8 family, with the City of Phoenix.</p> <p data-bbox="478 822 1320 1130">9 And the sales-tax revenue coming back to the City 10 would be huge, especially during these -- especially during 11 these difficult economic times. And who knows -- who knows how 12 long it's going to last? But also because, as a long-term, 13 long-time -- actually, life-long resident of the City of 14 Tolleson, I would hate to see what happened to our city many, 15 many moons ago happen again.</p> <p data-bbox="478 1155 1268 1179">16 And so that, my friend, is what I have to say.</p> <p data-bbox="478 1203 1320 1608">17 MR. BRENNAN: Another point that I would like to 18 bring up regarding, sort of, a land-use concern of the Loop 202 19 is, in light of the recent Brookings Institution report that 20 has been publicized in the last week regarding the shift in 21 poverty from more urban to suburban areas around the country, 22 while not being a total shift in the share of impoverished 23 populations, it does illustrate the challenges that more 24 suburban areas are -- are experiencing in trying to address 25 those social problems.</p> </div> <p data-bbox="1236 1665 1339 1689" style="text-align: right;">Page 17</p> <p data-bbox="491 1705 1299 1761" style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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Code	Issue	Response

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Code	Comment Document
1	<p>1 And the issue with Laveen is that it has always 2 been planned as a lower-density overall area, which has grown 3 significantly in population. And as we see these populations 4 would need, moving in to Laveen and actually Ahwatukee, as 5 well, we are ill-prepared to handle those social needs that 6 come with that increase in population.</p> <p>7 And it's not just the low-income populations, but 8 it's others that also have that kind of need. So without the 9 freeway, we're not going to have that concentration of 10 resources or really much opportunity to develop that 11 concentration of resources. So, like the hospital argument 12 where we need to bridge the populations to give ample rooftop 13 counts to support a hospital, the same is going to be true of 14 any other social services and -- and other amenities or public 15 resources that -- that are there to serve based on larger 16 concentrations of population. That's all.</p> <p>17 MS. WINKLER: I think I am in favor of this. I 18 think this is a good idea. I live in the central city area, 19 and I know that a lot of people in the Ahwatukee area may be in 20 opposition to this.</p> <p>21 But I particularly look at this as an issue of 22 equality, that if the rest of the city all has to have freeways 23 that border or come into their areas, that no one single area 24 should be exempt. I think it will complete the grid system for 25 the freeway if -- the freeway grid system.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 506 1342 667"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 05/13/13</td> <td data-bbox="857 506 1342 572">INCOMING CALL TIME: 2:24 PM</td> </tr> <tr> <td data-bbox="376 572 857 618">CALLER: MIKE BRENNAN</td> <td data-bbox="857 572 1342 618">CALLER ADDRESS: 1777 E. MARQUETTE DRIVE, GILBERT, AZ 85234</td> </tr> <tr> <td data-bbox="376 618 857 667">PHONE:</td> <td data-bbox="857 618 1342 667">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I would like to voice my support for the Loop 202 South Mountain Freeway. Thank you.</p>	INCOMING CALL DATE: 05/13/13	INCOMING CALL TIME: 2:24 PM	CALLER: MIKE BRENNAN	CALLER ADDRESS: 1777 E. MARQUETTE DRIVE, GILBERT, AZ 85234	PHONE:	EMAIL:
INCOMING CALL DATE: 05/13/13	INCOMING CALL TIME: 2:24 PM						
CALLER: MIKE BRENNAN	CALLER ADDRESS: 1777 E. MARQUETTE DRIVE, GILBERT, AZ 85234						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: 202 Freeway Date: Monday, May 20, 2013 8:25:30 AM </p> <hr/> <p> From: Jaime Bresson [mailto:jbresson2001@yahoo.com] Sent: Saturday, May 18, 2013 9:53 PM To: Projects Subject: 202 Freeway </p> <p>Please approve and authorize construction of the new freeway.</p> <p>Thank you, Jaime Bresson</p> <hr/> <p> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p style="text-align: center;">4339</p> <div style="border: 1px solid black; padding: 5px;"> <p>1 grow up and how I will be affected and my children's</p> <p>2 children.</p> <p>3 And I also feel like all the health,</p> <p>4 like, complications to bring up, it's just crazy.</p> <p>5 Because I take early childhood and we talked about</p> <p>6 how freeways affect children and development and</p> <p>7 birth, and it's -- it's not good, like, at all. And</p> <p>8 I don't see how people can, like, just sit there and</p> <p>9 say they're for it without even thinking about all</p> <p>10 this stuff before and ahead of time.</p> <p>11 And people are going to wish they didn't</p> <p>12 have this freeway. Like in, like, hundreds of years,</p> <p>13 they're going to wish we, like, stopped now and</p> <p>14 stopped, like, building stuff. And we don't have the</p> <p>15 money to build this stuff anyways, in the first</p> <p>16 place, with our economy. So, yeah, that's how I feel</p> <p>17 about this freeway.</p> <p>18 MR. BRIGGS: Tom C. Briggs. And then --</p> <p>19 I'm trying to think. My one suggestion would be is,</p> <p>20 try to work at removing the 32nd Street bridge and</p> <p>21 work to provide the U-Haul storage place with access</p> <p>22 through the tribal lands. No need to build a</p> <p>23 multibillion dollar bridge for that sole business's</p> <p>24 benefit. That's one.</p> <p>25 The other comment would be within the</p> </div> <p style="text-align: right;">Page 25</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
1	Design	<p>As noted in the comment, the bridge at 32nd Street is provided to allow existing access to a business to remain after construction of the proposed freeway. Because the business is located on Gila River Indian Community land, the Arizona Department of Transportation does not have the ability to acquire or relocate the business. Nor can the Arizona Department of Transportation construct alternative access roads on Gila River Indian Community land without the permission of the Gila River Indian Community. Tribal sovereignty is based in the inherent authority of Native American tribes to govern themselves. While this notion of sovereignty is manifested in many areas, generally Native American land is held in trust by the United States. Native American communities have the authority to regulate land uses and activities on their lands. States have very limited authority over activities within tribal land (see page 2-1 of the Final Environmental Impact Statement). From a practical standpoint, this means that the Arizona Department of Transportation and Federal Highway Administration do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or condemn tribal land for public benefit through an eminent domain process.</p>

Code	Comment Document
2	<p>1 constraints of all the drainage out of Ahwatukee 2 trying to sync the -- subset the bridges as low as 3 possible at all the major interchanges, in particular 4 40th Street. Every foot the bridge can go down, the 5 better for the sound walls. So I think that's kind 6 of most of it.</p> <p>7 UNIDENTIFIED SPEAKER: Hello. Okay. I 8 have another perspective now that I've been looking 9 around at all of these advertisements and these 10 banners and I've been seeing what's been posted, and 11 I'm understanding a little bit more completely now. 12 But something that had me thinking twice is the level 13 of medication that other people take, maybe the 14 prescriptions, maybe these people who take 15 prescriptions and different pills can't drive because 16 they're afraid of getting a DUI, or maybe people who 17 have, you know, no driver's licenses or something 18 like that. I mean, they don't have the 19 opportunities. Sure, there's going to be a freeway 20 there. Maybe we should think twice about maybe 21 putting a train there instead.</p> <p>22 You know, it would be a little bit less 23 of a headache for other people, you know, other 24 people who have had DUIs or mental illness or 25 something and they're a risk to other drivers. And</p>

Code	Issue	Response
2	Design	<p>The current level of engineering is used to determine the limits of environmental and construction impacts due to the proposed freeway. The location and profile of the freeway are evaluated to minimize potential changes to the freeway as the design level would progress. The current level of engineering is an accepted industry standard for determining impacts. (See Final Environmental Impact Statement sidebar on page 3-40 for more discussion.)</p>

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td>INCOMING CALL DATE: 5/15/13</td> <td>INCOMING CALL TIME: 6:40 PM</td> </tr> <tr> <td>CALLER: KIM BRITTAIN</td> <td>ADDRESS: 2765 E. HOBART STREET, GILBERT, AZ 85296</td> </tr> <tr> <td>PHONE: 602-488-3934</td> <td>EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I use the 202 quite frequently and go up to the 10 and around Phoenix and the South Mountain Freeway would be awesome. Also coming from a position where my family had to sell our property, our way of living, our business, to the state in the 80's in order to have the 143 go through and this was at the time devastating, but it was for the greater good and I do not think a handful of people should be holding the entire Metro Phoenix area to congestion and needless gas. Also I think it would make that neighborhood a lot less congested and people would not have to us 48th Street going north and they could get out of Awatukee relatively easily and have two choices Pecos or the I-10.</p>	INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 6:40 PM	CALLER: KIM BRITTAIN	ADDRESS: 2765 E. HOBART STREET, GILBERT, AZ 85296	PHONE: 602-488-3934	EMAIL:
INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 6:40 PM						
CALLER: KIM BRITTAIN	ADDRESS: 2765 E. HOBART STREET, GILBERT, AZ 85296						
PHONE: 602-488-3934	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>Beth Broeker Document Created: 7/24/2013 1:16:58 PM by Web Comment Form</p> <p>The Loop 202 South Mountain freeway will have a significant negative impact on air quality. Its proposed proximity to so many schools, churches, parks, and even a YMCA puts children and adults who are asthmatic at risk for severe complications due to the dust and toxins released during construction, as well as increased pollution from the anticipated traffic on the new freeway. Phoenix has enough pollution already, and the number of high pollution days is already at an unacceptable level.</p>
2	
3	<p>In addition, Valley Fever is on the rise, and the construction increases the likelihood that residents in the affected area will contract the disease, which is incurable and can be fatal. Valley Fever is contracted when spores are released from dirt, usually during construction.</p>
4	<p>Two members of our family are asthmatic, and we live in the Lakewood neighborhood. I fear the impact this freeway will have on the health of my family, both from the pollution impact and the potential for Valley Fever. Please examine and consider the health impact of this build on residents whose homes, churches, and schools are close to the proposed build site. So many people have asthma and other pulmonary issues; building this freeway so close to a residential community will do them irreparable harm. Do not build this freeway, or build it in an area that is not close to schools, churches, and other places where children congregate.</p>

Code	Issue	Response
1	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Health Effects	
3	Safety and Health	Detecting the fungus responsible for valley fever in soils is not practical at this time. However, to reduce the amount of construction dust generated that could carry the fungus, particulate control measures related to construction activities would be followed. The following mitigation measures would be followed, when applicable, in accordance with the most recently accepted version of the Arizona Department of Transportation <i>Standard Specifications for Road and Bridge Construction</i> (2008). Prior to construction and in accordance with Maricopa County Rule 310, Fugitive Dust Ordinance, the contractor shall obtain an approved dust permit from the Maricopa County Air Quality Department for all phases of the proposed action. The permit describes measures to be taken to control and regulate air pollutant emissions during construction (see page 4-173 of the Final Environmental Impact Statement).
4	Neighborhoods/Communities	While the City has some ability to control development through its zoning ordinances, the City does not have the authority to stop private land from being developed. The Arizona Department of Transportation was able to acquire large tracts of land along the Pecos Road alignment in the 1980s, but funding shortfalls kept the Arizona Department of Transportation from acquiring all of the needed land. Developers were aware of the potential freeway and made the decision to develop the land despite the risk that the freeway would eventually be built. Citizens were also aware of the potential and chose to buy homes near the freeway despite the same risk. Information related to freeway awareness and the responsibilities of the City of Phoenix, developers, and the Arizona Department of Transportation related to disclosure of the planning for the freeway is presented on page 4-13 of the Final Environmental Impact Statement.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="366 506 857 572">INCOMING CALL DATE: 5/15/13</td> <td data-bbox="857 506 1342 572">INCOMING CALL TIME: 2:13 PM</td> </tr> <tr> <td data-bbox="366 572 857 620">CALLER: THERESA BROOKING</td> <td data-bbox="857 572 1342 620">CALLER ADDRESS: TEMPE, AZ</td> </tr> <tr> <td data-bbox="366 620 857 669">PHONE:</td> <td data-bbox="857 620 1342 669">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I would like to have it noted that I am a registered voter and in favor of the South Mountain Freeway project. Thank you.</p>	INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 2:13 PM	CALLER: THERESA BROOKING	CALLER ADDRESS: TEMPE, AZ	PHONE:	EMAIL:
INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 2:13 PM						
CALLER: THERESA BROOKING	CALLER ADDRESS: TEMPE, AZ						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p>1</p> <p>2</p>	<p>From: Projects To: ADOT Subject: FW: Date: Monday, May 20, 2013 8:43:24 AM</p> <hr/> <p>From: Dann Brooks [mailto:montanabigsky2@yahoo.com] Sent: Friday, May 17, 2013 6:19 PM To: Projects Subject:</p> <p>We need this freeway bypassing Tempe & Awatooki areas for many a year. The setting in long lines with engines a idling & over heating & such causes more air polution than if traffic can get on out of town. Actually 107th or 99th avenues north to Riggs rd would be a better choice. But actually I'll vote on this project from 50th ave. north to Riggs as no other choice. Thank you, DCB</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

Code	Issue	Response
1	<p>Alternatives, W59 Alternative Versus W101 Alternative</p>	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>
2	<p>Alternatives</p>	<p>A Riggs Road Alternative was considered. It would replace 51st Avenue south of its connection to Interstate 10 (Papago Freeway) for approximately 21 miles. It would then replace approximately 4 miles of Beltline Road in an easterly direction. At the Riggs Road/State Route 347 intersection, the alternative would replace approximately 3 miles of Riggs Road before connecting to Interstate 10 (Maricopa Freeway) (see Final Environmental Impact Statement page 3-9). While the Riggs Road Alternative would serve regional mobility needs, particularly of those living in the Maricopa area, meeting this travel demand would not address specific planning goals for an integrated regional transportation network. The <i>Regional Transportation Plan</i> identifies the proposed South Mountain Freeway as a critical link in the Regional Freeway and Highway System. The Riggs Road Alternative would not complete the Phoenix metropolitan area's loop system as part of State Route 202L, thereby causing substantial out-of-direction travel for motorists. Therefore, the Riggs Road Alternative would not meet the project's purpose and need criteria and was eliminated from further study.</p> <p>In addition, nearly two-thirds of any alternative using Riggs Road would be on Gila River Indian Community land. Tribal sovereignty is based in the inherent authority of Native American tribes to govern themselves. While this notion of sovereignty is manifested in many areas, generally Native American land is held in trust by the United States. Native American communities have the authority to regulate land uses and activities on their lands. States have very limited authority over activities within tribal land (see page 2-1 of the Final Environmental Impact Statement). From a practical standpoint, this means that the Arizona Department of Transportation and Federal Highway Administration do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or condemn tribal land for public benefit through an eminent domain process.</p>

Code	Comment Document
1	<p data-bbox="428 445 801 526"> From: Projects To: ADOT Subject: FW: Date: Monday, May 20, 2013 8:43:06 AM </p> <hr/> <p data-bbox="428 620 913 707"> From: Dann Brooks [mailto:montanabigsky2@yahoo.com] Sent: Friday, May 17, 2013 6:21 PM To: Projects Subject: </p> <p data-bbox="428 731 1059 762">Here's my vote FOR the 202 South Mt. project, also.</p> <hr/> <p data-bbox="428 828 1292 893"> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p data-bbox="428 445 801 526"> From: Projects To: ADOT Subject: FW: S. Mountain Freeway Date: Monday, May 20, 2013 8:27:34 AM </p> <hr/> <p data-bbox="428 633 842 741"> -----Original Message----- From: Jerry. Brooks [mailto:brooksdjdit@aol.com] Sent: Saturday, May 18, 2013 4:07 PM To: Projects Subject: S. Mountain Freeway </p> <p data-bbox="428 762 1162 782"> I strongly support the construction of S. Mountain Freeway at the earliest possible date. </p> <p data-bbox="428 808 540 848"> Jerry brooks Chandler, AZ </p> <p data-bbox="428 868 602 889"> Sent from my iPhone </p> <hr/> <p data-bbox="428 955 1286 1036"> Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments. </p>

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p>1</p>	<p>Colleen Brosnan Document Created: 6/11/2013 12:37:43 PM by Web Comment Form I moved to Phoenix in late 1993 and began looking for a house to buy in the area in early 1994. My realtor advised me not to look anywhere near Pecos Road (even though houses were cheaper than in Mountain Park Ranch) because a freeway was going to be built there.</p> <p>Now, almost 20 years later, a church, school, and many houses have been built in that exact location--and people are protesting the freeway! Either their realtors didn't give them the information I gave or they didn't do due diligence on their own--or they chose to ignore it.</p> <p>I commuted on I-10 for years and suffered through heavy traffic all the time. PLEASE get this freeway built! It will relieve congestion and pollution along I-10, which gets worse every year because traffic increases, not decreases, along this route!</p> <p>Yes, it's too bad that some played Russian roulette with their choice of property, but that was their choice. Don't penalize the rest of us for their choices.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p data-bbox="428 439 823 524"> From: azcolleen To: Projects Subject: South Mountain Freeway Date: Tuesday, June 11, 2013 10:35:49 AM </p> <hr/> <p data-bbox="428 554 1289 624"> I moved to Phoenix in late 1993 and began looking for a house to buy in the area in early 1994. My realtor advised me not to look anywhere near Pecos Road (even though houses were cheaper than in Mountain Park Ranch) because a freeway was going to be built there. </p> <p data-bbox="428 645 1289 715"> Now, almost 20 years later, a church, school, and many houses have been built in that exact location--and people are protesting the freeway! Either their realtors didn't give them the information I gave or they didn't do due diligence on their own--or they chose to ignore it. </p> <p data-bbox="211 745 264 796">1</p> <p data-bbox="428 735 1289 806"> I commuted on I-10 for years and suffered through heavy traffic all the time. PLEASE get this freeway built! It will relieve congestion and pollution along I-10, which gets worse every year because traffic increases, not decreases, along this route! </p> <p data-bbox="428 826 1289 876"> Yes, it's too bad that some played Russian roulette with their choice of property, but that was their choice. Don't penalize the rest of us for their choices. </p> <p data-bbox="428 897 668 957"> Colleen Brosnan 2201 E. Cathedral Rock Dr. Phoenix, AZ 85048 </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>From: Projects To: ADOT Subject: FW: Support for South Mountain 202 Date: Monday, May 20, 2013 8:50:02 AM</p> <hr/> <p>From: Brad Brown [mailto:Brad.Brown@swgas.com] Sent: Friday, May 17, 2013 3:29 PM To: Projects Subject: Support for South Mountain 202</p> <p>I am writing to let you know that I support the extension of the Loop 202 South Mountain Freeway. I have no preference of whether it is built on the Gila River Indian Community property or on already purchased and required purchase of Right of Way.</p> <p>I understand that if it is located off of the Community property, it may displace some existing homes and properties. I think that the net benefit to the Phoenix area will be worth the inconvenience of some existing homeowners and/or churches.</p> <p>Completing the extension of the 202 around South Mountain is critical to the future of the Valley of the Sun.</p> <p>I support the 202 extension!</p> <p>Sincerely, Brad Brown - Gilbert Resident, Phoenix area native of over 50 years.</p> <p>***** *****</p> <p>The information in this electronic mail communication (e-mail) contains confidential information which is the property of the sender and may be protected by the attorney-client privilege and/or attorney work product doctrine. It is intended solely for the addressee. Access to this e-mail by anyone else is unauthorized by the sender. If you are not the intended recipient, you are hereby notified that any disclosure, copying, or distribution of the contents of this e-mail transmission or the taking or omission of any action in reliance thereon or pursuant thereto, is prohibited, and may be unlawful. If you received this e-mail in error, please notify us immediately of your receipt of this message by e-mail and destroy this communication, any attachments, and all copies thereof.</p> <p>Southwest Gas Corporation does not guarantee the privacy or security of information transmitted by facsimile (fax) or other unsecure electronic means (including email). By choosing to send or receive information, including confidential or personal identifying information, via fax or unencrypted e-mail, you consent to accept any associated risk.</p> <p><i>Thank you for your cooperation.</i></p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>From: Michelle Thompson To: ADOT Subject: FW: Opposition to South Mountain 202 Date: Monday, May 20, 2013 2:55:06 PM</p> <hr/> <p>Michelle Thompson Senior Community Relations Officer 1655 W. Jackson St. MD: 126F Phoenix, AZ 85007 602.316.4057 azdot.gov</p> <hr/> <p>From: Brown, Lawrence [mailto:lbrown@swlaw.com] Sent: Monday, May 20, 2013 2:40 PM To: Projects Subject: Opposition to South Mountain 202</p> <p>To Whom It May Concern:</p> <p>I work in downtown Phoenix, Arizona and would like to voice my opposition to the proposed construction of the South Mountain 202 along the Pecos alignment in southern Phoenix.</p> <p>I am a voter and taxpayer and would ask that ADOT only develop the South Mountain 202 if an alternative alignment were obtained. Traffic patterns on the I-10 have been reasonable over the past several years; the only times when traffic has been particularly burdensome has been when ADOT closes lanes on the freeway or arterial roads are closed down. My understanding is that (in coordination with ADOT?) the City is soon to put much of the arterial system around Pointe South Mountain under construction. I wonder if the intent is to purposefully cause driver frustration in an effort to generate support for the South Mountain 202. I would caution against that approach as it will, inevitably, undermine credibility and faith in your endeavors.</p> <p>I oppose the Pecos alignment as I know it will significantly and adversely impact the neighboring community.</p> <p>Thank you for your consideration of one person/families' viewpoint.</p> <p>Lawrence Brown Snell & Wilmer Phoenix, Arizona 602-382-6510</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus</small></p>

Code	Issue	Response
1	Alternatives, E1 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
<p>1</p>	<p>4289</p> <p>1 PHOENIX, ARIZONA; TUESDAY, MAY 21, 2013</p> <p>2 10:00 A.M.</p> <p>3 * * *</p> <p>4 CHRIS BROWN: I am totally for the project,</p> <p>5 the South Mountain Project, especially if it</p> <p>6 improves drive times.</p> <p>7 I drive a lot for business from the south</p> <p>8 part of town, like Maricopa, the city of Maricopa,</p> <p>9 and have to get to like Buckeye and west valley</p> <p>10 cities and I think South Mountain would cut down</p> <p>11 on travel time quite a bit.</p> <p>12 I am very much for it.</p> <p>13 *****</p> <p>14</p> <p>15 JENNIFER NELSON: I am in support of the</p> <p>16 Loop 202 South Mountain Freeway, specifically</p> <p>17 the W59 Alternative. I am a resident for seven</p> <p>18 years of Laveen and South Mountain.</p> <p>19 Previously I spoke before the panel of</p> <p>20 all of the statistics that will positively impact</p> <p>21 this community, including the quality of life,</p> <p>22 the infrastructure, and the feasibility of being</p> <p>23 able to connect the east and west valley.</p> <p>24 I have requested the design and construction</p> <p>25 of community-value additions, such as a</p> <p style="text-align: right;">Page 2</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 5/16/13</td> <td data-bbox="857 506 1339 572">INCOMING CALL TIME: 5:07 PM</td> </tr> <tr> <td data-bbox="376 572 857 620">CALLER: NADINE MARNA BROWN</td> <td data-bbox="857 572 1339 620">CALLER ADDRESS: 12044 S. TOMI, PHOENIX, AZ 85044</td> </tr> <tr> <td data-bbox="376 620 857 669">PHONE:</td> <td data-bbox="857 620 1339 669">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I would like to leave my message that I do support that freeway. We need it and it should be done. It's been approved by the voters and thought that meant that it should go through. Thank you.</p>	INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 5:07 PM	CALLER: NADINE MARNA BROWN	CALLER ADDRESS: 12044 S. TOMI, PHOENIX, AZ 85044	PHONE:	EMAIL:
INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 5:07 PM						
CALLER: NADINE MARNA BROWN	CALLER ADDRESS: 12044 S. TOMI, PHOENIX, AZ 85044						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: appose Date: Thursday, July 11, 2013 8:28:41 AM Attachments: image001.png</p> <hr/> <p>Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov </p> <hr/> <p>From: Frank Myers [mailto:bringuslight@msn.com] Sent: Wednesday, July 10, 2013 8:43 PM To: Projects Subject: appose</p> <p>1 The only alternative for the South Mountain Freeway that makes any sense is the option W 101 alternative. The purpose of the "extension" is to connect the Valley freeways and make it easier to travel throughout the "valley".</p> <p>The current favored connection of the loop 202 freeway makes no logical sense. You are talking about taking the loop 202 off of the I-10 freeway and expanding the lanes of the I-10 both approaching the freeway exchange and leaving the exchange. Anyone who drives the I-10 freeway going East in the morning or going West in the evening can tell you what a lane reduction means to the traffic on the freeway. The I-10 reduces, going West at 35th Avenue, which creates a huge bottleneck. Should you make the 202 interchange at 59th or 63rd Avenue it will create the same bottleneck traffic situation. I cannot believe that the planners for this freeway are blind to this situation.</p> <p>If, however, the 202 connects with the 101 freeway, continuing South, there would not be that bottleneck situation, and it would connect seamlessly with the Northbound 101 freeway and would indeed better connect the North and South valley, and in addition give faster and safer transport to the Vee-Quiva casino and the I-10 southbound to Tucson. I strenuously object to the current plan for the 202 freeway extension.</p> <p>2 As planned, the current 202 freeway plan would create more traffic problems for the Valley than it will alleviate.</p>

Code	Issue	Response
1	Alternatives, W59 Alternative Versus W101 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Purpose and Need	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.

Code	Comment Document
	<p data-bbox="428 485 851 512">Thank you for your attention to my concerns,</p> <p data-bbox="428 580 562 606">Nicola Brown</p> <hr data-bbox="428 661 1292 667"/> <p data-bbox="428 691 1292 758">Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</p>

Code	Issue	Response

Code	Comment Document
1	<p>Megan Brownell Document Created: 5/21/2013 7:05:11 PM by Web Comment Form</p> <p>As residents of Laveen for 12 years, we would love to see the Loop 202 be built as has been the plan. This freeway can do for Laveen and Ahwatukee what the Loop 101 did for Glendale, bringing much-needed retail, economic development and a boost to property values. It also will relieve traffic congestion on the I-10 and on 51st Avenue, which is filled with big-rigs at all hours of the day. Voters have already supported this freeway twice. There is no reason to continue delaying.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p data-bbox="428 439 832 524"> From: Projects To: ADOT Subject: FW: South Mountain Freeway Date: Wednesday, May 22, 2013 10:49:39 AM </p> <hr/> <p data-bbox="428 604 864 695"> From: J Browning [mailto:jc.browning2@gmail.com] Sent: Tuesday, May 21, 2013 2:31 PM To: Projects Subject: South Mountain Freeway </p> <p data-bbox="428 715 491 745">Hello,</p> <p data-bbox="428 766 1299 977"> Connecting the 101 to the 202 will drastically improve traffic flow from the east and south valley to the north and west valley. It will also improve commerce in the southwestern area, reduce carbon monoxide gasses, and limit traffic and excessive wear and tear on the already overused urban streets in the Laveen area. In addition, after its completion, it will have limited to no negative impact to the South Mountain area. I am a resident of Trail Side Point (67 and Southern) and highly encourage this freeway to be built in my area. My preference is for the W101 Central or Eastern Option and for it to be built during the first phase of construction. </p> <p data-bbox="428 997 553 1028">Respectfully,</p> <p data-bbox="428 1048 584 1078">Jason Browning</p> <hr/> <p data-bbox="428 1139 1299 1209"> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>

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

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 5/16/13</td> <td data-bbox="857 506 1339 572">INCOMING CALL TIME: 6:09 PM</td> </tr> <tr> <td data-bbox="376 572 857 620">CALLER: JIM BRUNNER</td> <td data-bbox="857 572 1339 620">CALLER ADDRESS: 2848 E. HOUSTON, GILBERT, AZ 85234</td> </tr> <tr> <td data-bbox="376 620 857 669">PHONE:</td> <td data-bbox="857 620 1339 669">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I am calling in support of the South Mountain Freeway. I think that would be awesome. It would reduce a tremendous amount of traffic going through Phoenix, especially the big cross-country truck rigs. So, if that can be built, it would be incredible. Bye</p>	INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 6:09 PM	CALLER: JIM BRUNNER	CALLER ADDRESS: 2848 E. HOUSTON, GILBERT, AZ 85234	PHONE:	EMAIL:
INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 6:09 PM						
CALLER: JIM BRUNNER	CALLER ADDRESS: 2848 E. HOUSTON, GILBERT, AZ 85234						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p style="text-align: right;">Document Created: 5/21/2013 3:33:12 PM by Web Comment Form</p> <p>Chad Buck As Phoenix continues to experience population growth, it is imperative to plan accordingly with our freeway/traffic plan. Without projects such as the 202 extension, congestion will get significantly worse for not only freeway traffic traveling through Phoenix, but for all residents living and working within Phoenix. Alleviating some of this congestion will have notable economic and quality of life impacts/improvements.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>Chad Buckman Document Created: 5/25/2013 9:07:20 PM by Web Comment Form</p> <p>No to 202! The state and agencies responsible for our roads have failed miserably for years. The biggest example of this is the I-10 freeway, especially in the east valley. The section of I-10 between Chandler Blvd. and the I-10/I-17 split near 7th Street is a virtual parking lot every weekday morning and evening. Until we have a resolution for dealing with I-10 we shouldn't spend billions of dollars to connect more vehicles and traffic congestion to it.</p> <p>The committee needs to address I-10 first and if they can't take that on find another hobby that doesn't consist of wasting billions of dollars on needless freeways or light rail system (confirmed example of government wasteful spending with ROI nowhere near "expert" estimates).</p> <p>At a time when our school systems continue to rank last or near the bottom in our Country I can't see spending billions on a freeway:</p> <ul style="list-style-type: none"> a) nobody wants b) causes more traffic delays on I-10 c) creates a virtual parking lot for east valley commuters d) ruins established communities e) harms the health of our citizens and nearby schools f) destroy's homes, churches and business needlessly g) doesn't address the real issues we have in this state. <p>No-2-202!</p>

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


Code	Comment Document						
	<p data-bbox="366 431 913 483">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="366 499 1342 667"> <tr> <td data-bbox="366 499 857 570">INCOMING CALL DATE: 5/17/13</td> <td data-bbox="857 499 1342 570">INCOMING CALL TIME: 4:13 PM</td> </tr> <tr> <td data-bbox="366 570 857 618">CALLER: BETTY BUELL</td> <td data-bbox="857 570 1342 618">CALLER ADDRESS: 6844 N. 36TH STREET, PHOENIX, AZ 85018</td> </tr> <tr> <td data-bbox="366 618 857 667">PHONE:</td> <td data-bbox="857 618 1342 667">EMAIL:</td> </tr> </table> <p data-bbox="366 667 717 697">CALLER REMARKS/QUESTIONS:</p> <p data-bbox="366 697 857 727">I support the South Mountain Freeway. Thank you.</p>	INCOMING CALL DATE: 5/17/13	INCOMING CALL TIME: 4:13 PM	CALLER: BETTY BUELL	CALLER ADDRESS: 6844 N. 36 TH STREET, PHOENIX, AZ 85018	PHONE:	EMAIL:
INCOMING CALL DATE: 5/17/13	INCOMING CALL TIME: 4:13 PM						
CALLER: BETTY BUELL	CALLER ADDRESS: 6844 N. 36 TH STREET, PHOENIX, AZ 85018						
PHONE:	EMAIL:						

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>From: Projects To: ADOT Subject: FW: South Mountain Freeway Date: Tuesday, May 14, 2013 9:47:57 AM</p> <hr/> <p>From: Roberto Buenaver [mailto:Roberto@gdc-az.com] Sent: Monday, May 06, 2013 12:00 PM To: Projects Subject: South Mountain Freeway</p> <p>To whom it may concern,</p> <p>I am aware that a hearing will be held to review the Draft EIS for Loop 202 on May 21, 2013.</p> <p>I did not see any anticipated construction timing for this project on the ADOT website.</p> <p>Is there currently any anticipated construction timing for this project that ADOT can share with the public?</p> <p>Thank you.</p> <p>Roberto</p> <p>Roberto Buenaver Garrett Development Corporation Camelback Square 6991 East Camelback Road, Suite B-297 Scottsdale, Arizona 85251 Direct: 480.970.4004 Main: 480-970-4001 Mobile: 480.215.9392 roberto@gdc-az.com</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

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

Code	Comment Document
	<p data-bbox="428 445 826 546"> From: Projects To: ADOT Subject: FW: Loop 202 South Mountain freeway Date: Tuesday, July 02, 2013 2:04:28 PM Attachments: image001.png </p> <hr/> <p data-bbox="428 641 686 874"> Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov  </p> <hr/> <p data-bbox="428 913 888 999"> From: Roberto Buenaver [mailto:Roberto@gdc-az.com] Sent: Tuesday, July 02, 2013 1:34 PM To: Projects Subject: Loop 202 South Mountain freeway </p> <p data-bbox="428 1030 646 1050">To whom it may concern:</p> <p data-bbox="428 1090 1255 1110">I am looking to obtain more information on the anticipated start and completion of this freeway.</p> <p data-bbox="428 1141 857 1161">Who can I speak to learn more about this matter?</p> <p data-bbox="428 1201 522 1221">Thank you.</p> <p data-bbox="428 1262 500 1282">Roberto</p> <p data-bbox="428 1312 966 1453"> Roberto Buenaver Garrett Development Corporation Camelback Square 6991 East Camelback Road, Suite B-297 Scottsdale, Arizona 85251 Direct: 480.970.4004 Main: 480-970-4001 Mobile: 480.215.9392 roberto@gdc-az.com </p> <hr/> <p data-bbox="428 1544 1292 1604"> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>

1

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

Code	Comment Document
	<p data-bbox="428 445 811 526"> From: Lori Buhlman To: Projects Subject: South Mountain highway project Date: Monday, June 03, 2013 10:39:26 AM </p> <hr/> <p data-bbox="202 600 376 713"> 1 2 3 4 </p> <p data-bbox="428 560 1283 854"> I am writing to express my objection to the Loop 202 South Mountain Freeway Project. I understand that the idea of this new project is to relieve traffic congestion, but this is at the expense of the natural environment, Native lands, and air quality. It is my strong believe that better urban planning (e.g., better public transportation, improved pedestrian and cycling infrastructure and increased investment in central Phoenix schools) will encourage Arizonans to move closer to the city. This would improve our communitites by decreasing polution, boosting local business economy (rather than that of large chains, which dominate our suburbs) and creating a healthier, more active community. Thank you for your consideration. Sincerely, Lori Buhlman, Ph.D. </p>

Code	Issue	Response
1	Biology, Plants, and Wildlife	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Alternatives, Nonfreeway Alternatives	
3	Air Quality	
4	Purpose and Need, Lack of Support	

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

INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 6:15 PM
CALLER: DORIS BULK	CALLER ADDRESS: 4344 E. COCONINO, PHOENIX, AZ 85044
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

I would just like to say that I am in support of building the 202 South Mountain Freeway. Thank you.

1

Code	Issue	Response
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1		Comment noted.
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Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 5/15/13</td> <td data-bbox="857 506 1339 572">INCOMING CALL TIME: 8:02 PM</td> </tr> <tr> <td data-bbox="376 572 857 620">CALLER: BURDICK</td> <td data-bbox="857 572 1339 620">CALLER ADDRESS: 551 NORTH ASH DRIVE, CHANDLER, AZ</td> </tr> <tr> <td data-bbox="376 620 857 669">PHONE:</td> <td data-bbox="857 620 1339 669">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I am much in support of this freeway and I would like to see it in. It should have been in 10 years ago. Let's get this thing done. Thank you.</p>	INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 8:02 PM	CALLER: BURDICK	CALLER ADDRESS: 551 NORTH ASH DRIVE, CHANDLER, AZ	PHONE:	EMAIL:
INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 8:02 PM						
CALLER: BURDICK	CALLER ADDRESS: 551 NORTH ASH DRIVE, CHANDLER, AZ						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document									
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td>INCOMING CALL DATE: 7/10/13</td> <td>INCOMING CALL TIME: 2:45 PM</td> </tr> <tr> <td>CALLER: MRS. BURGE</td> <td>CALLER ADDRESS:</td> </tr> <tr> <td>PHONE: 602-237-3741</td> <td>EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: Hi, I own Country Garden Charter School which is right near the proposed freeway. I'm looking at a brochure that does not have the freeway inflicting my property. But I had a constituent go down and go to your hearing and said that you have changed your route now to go down 63rd Avenue which is right down the center of my school. So I need some information on this cause this is not the documentation I have been sent in the mail. And I am opposed to anything that is going to go down 63rd Avenue and take out our school and the neighborhood around it. We have been here 14 years and we provide schooling for over 400 students. Thank you.</p> <p>RESPONSE: I left a message with Kimberly, an assistant to Mrs. Burge at Country Garden Charter School, on Friday, July 19 at 11:30 a.m. Mrs. Burge was not in the office but Kimberly stated that she would pass my message along to Mrs. Burge immediately. As of Monday, July 22, I have not heard back. If I do receive a return call, I will provide the same information to Mrs. Burge as I shared with Dustin (who works for her charter school.) It appears there are a number of folks from the Country Garden Charter School who are concerned about this project and how it may affect them.</p> <p>Jessica Amend HDR/InfraConsult</p> <table border="1"> <tr> <td>RESPONSE DATE:</td> <td>RESPONSE TIME:</td> <td>HDR STAFF INITIAL:</td> </tr> </table>	INCOMING CALL DATE: 7/10/13	INCOMING CALL TIME: 2:45 PM	CALLER: MRS. BURGE	CALLER ADDRESS:	PHONE: 602-237-3741	EMAIL:	RESPONSE DATE:	RESPONSE TIME:	HDR STAFF INITIAL:
INCOMING CALL DATE: 7/10/13	INCOMING CALL TIME: 2:45 PM									
CALLER: MRS. BURGE	CALLER ADDRESS:									
PHONE: 602-237-3741	EMAIL:									
RESPONSE DATE:	RESPONSE TIME:	HDR STAFF INITIAL:								

Code	Issue	Response
1	Acquisitions and Relocations	The alignment of the W59 Alternative had not been changed in the area of the Country Garden Charter School. The freeway would not directly affect the school, but would run just east of the school. Design of each action alternative, while completed to an equivalent level, is still preliminary and subject to change because designs would be further refined. The Arizona Department of Transportation would work with businesses during the design phase to identify ways to minimize property impacts that allow the business to continue operations.

Code	Comment Document
	<p style="text-align: right;">Page 1 of 1</p> <p>From: Scott, Lisa (Phoenix) Sent: Tuesday, July 23, 2013 3:26 PM To: Ellison, Gina Cc: Bailly, Becky Subject: FW: Mrs. Burge</p> <p>Add this to the e-mail. Thanks. Lisa</p> <p>LISA L. SCOTT HDR Engineering, Inc. Administrative Assistant Trip Reduction Plan Coordinator 3200 East Camelback Road, Suite 350 Phoenix, AZ 85018 602.522.7700 d: 602.522.4330 c: 602.882.1226 lisa.scott@hdrinc.com hdrinc.com Follow Us – Architizer / Facebook / Twitter / YouTube / Flickr</p> <hr/> <p>From: Amend, Jessica Sent: Tuesday, July 23, 2013 3:11 PM To: Scott, Lisa (Phoenix); Unger, Audrey C. Cc: Book, Michael Subject: Mrs. Burge</p> <p>Hi ladies,</p> <p>Mrs. Burge from the Country Gardens Charter School called me back just now and expressed (which she's done at the meeting and in writing already) that her preference is for the off ramp at 63rd Avenue to be moved 100 feet to the east so that it does not affect a portion of her school and property. She has old trees on the property that she would hate to see removed. Just wanted to pass that along even though it sounds like it's already in the record. Thanks!</p> <p>JESSICA AMEND HDR InfraConsult Public Involvement Specialist 6900 E. Camelback Rd, Suite 800 Scottsdale, AZ 85251 o: 480.339.1041 c: 623.606.2090 jessica.amend@hdrinc.com hdrinc.com Follow Us – BLiNK Architizer Facebook Twitter YouTube Flickr</p> <p>file://R:\South Mountain - Anderson C000173063\SM_FEIS\Comment Response\Comments_after... 7/24/2013</p>

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Code	Issue	Response
1	Design	The alignment of the W59 Alternative had not been changed in the area of the Country Garden Charter School. The freeway would not directly affect the school, but would run just east of the school. Design of each action alternative, while completed to an equivalent level, is still preliminary and subject to change because designs would be further refined. The Arizona Department of Transportation would work with businesses during the design phase to identify ways to minimize property impacts that allow the business to continue operations.

Code	Comment Document
	<p>1 going to spend almost double the money in fuel, which</p> <p>2 right now we have four buses, we spend around \$200 a</p> <p>3 week a bus in fuel with our current bus routes. And</p> <p>4 we're going to have to do basically double the amount</p> <p>5 of miles because we're going to have to backtrack and</p> <p>6 do detours and everything else. We're a charter</p> <p>7 school, we don't get funding for busing. We just get</p> <p>8 money for payroll and land. That's about it. And</p> <p>9 our land is owned privately, so we don't get a</p> <p>10 big-time budget like other public schools do.</p> <p>11 As long as -- the first notice we'd</p> <p>12 gotten for the freeway said that it was going through</p> <p>13 63rd Avenue all the way up until Lower Buckeye, which</p> <p>14 would have taken out my house, the school, my</p> <p>15 neighbor's homes and the rest of my community. And I</p> <p>16 just don't think that's right in today's world.</p> <p>17 The current drawing I'm looking at here</p> <p>18 today is saying that it's going through the alfalfa</p> <p>19 field next door. If that is true and if that is</p> <p>20 correct and if that is the final draft, I do not have</p> <p>21 a problem with it. But if it is not, and it is not</p> <p>22 the final draft, then I do have a problem with it. I</p> <p>23 moved to Laveen because it's a good area. I moved to</p> <p>24 Laveen because I love the area. I grew up on a farm</p> <p>25 in Tonopah, and Laveen reminds me of home. Good</p> <p style="text-align: right;">Page 8</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
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1 people, and it's a good place to live. And I don't
 2 want that to change. And I especially don't want to
 3 be forced out of my home because of eminent domain
 4 issues.

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

15 So final statement: Pros, it can help
 16 local businesses and local residents and bring more
 17 of the Valley to us. Cons, provides a lot of
 18 pollution, construction takes a long time. And I've
 19 seen construction in the Valley put businesses out of
 20 business because no one wants to go down that road,
 21 because it's under construction. So especially
 22 parents of kids in a school where they can't get in
 23 to drop their kid off. So as long as it stays where
 24 it's at, you know, I hope this is the final draft, I
 25 really do, because then it will most likely happen.

Code	Issue	Response
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Code	Comment Document
	<div data-bbox="450 399 1339 1663" style="border: 1px solid black; padding: 10px;"><p>1 But if it's not the final draft, I can guarantee the 2 residents of Laveen are going to make sure it doesn't 3 happen, one way or another with courts or anything 4 else, because we're not moving, we're here to stay. 5 We're not being bought out. 6 Have a good day. 7 THE REPORTER: Thank you. 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25</p></div> <p data-bbox="1224 1675 1330 1699" style="text-align: right;">Page 10</p> <p data-bbox="543 1715 1246 1766" style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
<p>1</p> <p>2</p> <p>3</p> <p>4</p> <p>5</p> <p>6</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>	<p>MR. BURGE: My name is Nick Burge. I am the science director and coordinator for Country Gardens Charter School which is a local charter school in the area that may be impacted by the proposed freeway. Essentially my concerns are several. My concerns are the -- mainly the on-ramp and off-ramp egress and ingress to the freeway coming down Southern Avenue. The rest of the proposed freeway in the state that it's in does not seem that it will affect us that adversely. Maybe through noise and some small amount of environmental impact.</p> <p>We do have several species of animals that live in a naturalized state on our campus including Great Horned Owls, including Red-tailed Hawks, California Kingsnakes, checkered garter snakes, gopher snakes, many species that travel through the corridor near our campus or on our campus to the Salt River and to the Estrella -- Sierra Estrella Mountains behind us and the South Mountain corridor behind us as well.</p> <p>Essentially a lot of those animals and populations of wildlife will probably be affected by this, but it does seem at this point that the route that they've chosen, the W59 alternative is -- I still will oppose it, but at the same time it seems</p>

Code	Issue	Response
1	Acquisitions and Relocations	The alignment of the W59 Alternative had not been changed in the area of the Country Garden Charter School. The freeway would not directly affect the school, but would run just east of the school. Design of each action alternative, while completed to an equivalent level, is still preliminary and subject to change because designs would be further refined. The Arizona Department of Transportation would work with businesses during the design phase to identify ways to minimize property impacts that allow the business to continue operations.
2	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Biology, Plants, and Wildlife	

Code	Comment Document
4	<p>1 as if it has a decent route. It's just that we do 2 not want it any further west.</p> <p>3 At this point, if it goes any further 4 west, it is going to cut into the property that the 5 school sits on, it will interfere with daily 6 operations of our school and will not benefit us in 7 any way, shape or form. It may also affect housing 8 and residences in the area that have been there for 9 many, many years, some of them since the 1970s.</p> <p>10 So basically at this point what I'm 11 saying is, yes, if they could find another 12 alternative to the W59 alternative, it would be 13 wonderful. It would be great if they could utilize 14 the W71 alternative or even the W101 alternative. 15 However, the main thing is that we do not want the -- 16 the project to expand any further west.</p> <p>17 In fact, if it could actually move maybe 18 even just 100 feet further east to accommodate the 19 edge of the property of our school, which again is 20 the area we call "The Wilds" which contains many of 21 these native animals and urban wildlife that live and 22 utilize that area almost like a miniature preserve. 23 If they could move that on-ramp even just 100 to 200 24 feet further east, it would much better accommodate 25 what we're trying to do for our school.</p> <p style="text-align: right;">Page 7</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
4	Alternatives, W59 Alternative Versus W101 Alternative	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p> <p>When comparing action alternatives in the Western Section, the W71 Alternative was considered the least desirable because it would provide the least traffic operational benefits, would have high residential displacements, did not have support from the public and local or regional agencies, and would be inconsistent with local planning.</p>

Code	Comment Document
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1 Our school is a school that's always been
2 top 10 percent in test scores for the state of
3 Arizona for over eight years. We have a population
4 of over 4 to 500 students annually. Every year we
5 take trips to Costa Rica and Belize and many other
6 conservation projects, not only locally. We built an
7 1800 square foot desert tortoise habitat that if the
8 project moved further west would affect.

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

17 If they have to choose the W59
18 alternative, and that is the preferred alternative
19 which it seems to be, no further west. It cannot go
20 any further west. If it does, it will drastically
21 affect a large population of students who are -- not
22 only that, but a low -- sorry, a low-income area.
23 Over 70 percent of our students are below the poverty
24 level, and it would drastically, drastically affect
25 their day-to-day education, as well as the

Code	Issue	Response
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Code	Comment Document
	<div data-bbox="450 399 1339 1663" style="border: 1px solid black; padding: 10px;"> <p>1 livelihoods and employment of well over 30 to 50 2 people who live in our area and work on our campus as 3 well.</p> <p>4 Our payroll every year is over \$1.5 5 million, and the amount of taxes that the area gets 6 from our -- just from our income taxes alone is 7 staggering. So if we had to relocate the school even 8 partially, it would be disastrous and it would be 9 quite a blow to the community.</p> <p>10 We've been a pillar of the community 11 there for well over 14 years, and it's something that 12 we want to stay, we want to continue to be what we've 13 been and continue to provide the good services that 14 we want for the community.</p> <p>15 We also have in the property, there are 16 plans for a \$4.7 million expansion project to include 17 new buildings which would include a semipublic 18 aquarium and zoological exhibits and workshops and 19 things like that for music and an auditorium and a 20 public pool for use by the community as well, and 21 many other things that would drastically, drastically 22 benefit this community.</p> <p>23 However, if we were made to relocate, 24 even partially, that project would be obviously 25 unfeasible. So essentially at this point, my</p> </div> <p style="text-align: right;">Page 9</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
	<p>1 viewpoints on this issue are, I do have some 2 concerns, mainly the on-ramps and off-ramps, again, 3 the egress and ingress to the freeway off of Southern 4 Avenue and 63rd. Southern Avenue and 63rd Avenue is 5 my main concern.</p> <p>6 Again, if they could move that on-ramp 7 even just a little further east, even 100 to 200 8 feet, it would be very, very, very beneficial and 9 could accommodate us very pleasantly, I think. The 10 freeway could benefit us in the future as basically 11 almost having an exit to us which would be nice, but 12 again, we can't deal with the detractments that it 13 would take from us if it were to be located further 14 west than the current plan. Or, again, if we could 15 have it accommodate us by moving a little tiny bit 16 further east, even just 100 to 200 feet by the 17 on-ramps and off-ramps for that exit, it would be 18 fantastic.</p> <p>19 Other than that, I have minor 20 environmental impact concerns, again, because of the 21 migratory wildlife in the areas and because of the 22 owls and other animals that we have that live on 23 residence, the urban wildlife that lives there. I 24 would like to see more detailed environmental studies 25 about how that may impact those types of things and</p>
	<p style="text-align: right;">Page 10</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
<p>5</p> <p>6</p> <p>3</p>	<p>1 the urban wildlife in that area between the Salt 2 River corridor and the Sierra Estrellas and the South 3 Mountain Regional Park as well.</p> <p>4 The other concerns I have also are based 5 on the video I just watched, is the very -- actually 6 much larger than I thought previously cut that would 7 be taken out of South Mountain Regional Park on the 8 western side. That area is actually a home to a 9 small, but viable population of Sonoran desert 10 tortoises which are protected by law.</p> <p>11 Also something that it seems nobody has 12 addressed is the Gila Monster Heloderma suspectum is 13 a resident of that area and is vigorously protected 14 by law from game and fish, and through the state laws 15 of Arizona is one of our state treasures essentially. 16 That animal is so restricted that you can't even get 17 close to -- too close to that animal to take a 18 photograph. You can actually be ticketed for 19 harassing native wildlife.</p> <p>20 Seems like a freeway through that area is 21 very much harassing native wildlife. They may in my 22 opinion want to rethink how much of that they're 23 cutting through and possibly reroute that slightly. 24 I think it would be very beneficial to many species 25 of wildlife, also mountain lions, bobcats, coyotes.</p> <p style="text-align: right;">Page 11</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
5	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
6	Biology, Plants, and Wildlife	Sonoran desert tortoises have been documented in the Eastern Section of the Study Area, and suitable habitat for this species is present within Phoenix South Mountain Park/Preserve and the foothills of the South Mountains (see Draft Environmental Impact Statement pages 4-122 and 4-123). The E1 Alternative would directly adversely affect suitable habitat as the freeway would cross Phoenix South Mountain Park/Preserve and would be expected to affect individual Sonoran desert tortoises.

Code	Comment Document
<p style="text-align: center;">3</p>	<div style="border: 1px solid black; padding: 10px; margin: 10px auto; width: 80%;"> <p>1 There was a proposal at one time to</p> <p>2 reintroduce big horn sheep to the South Mountain</p> <p>3 range that they've already done in the Estrellas and</p> <p>4 the Sonoran desert monument to the west. If this</p> <p>5 freeway were to go in, they would need to definitely</p> <p>6 think about extended wildlife corridors either under</p> <p>7 or over the freeway to accommodate populations</p> <p>8 between the Sierra Estrellas and the South Mountain</p> <p>9 range in order to prevent inbreeding and increased</p> <p>10 genetic biodiversity.</p> <p>11 For further comment and for more</p> <p>12 information on opinions and even actually biological</p> <p>13 studies that my students and I have done on the area</p> <p>14 and its native wildlife and urban wildlife, I can be</p> <p>15 reached at 602-931-7522. Again, that's 602-931-7522.</p> <p>16 That's my cell. You can also e-mail me at</p> <p>17 animalman1981@yahoo.com.</p> <p>18 The website for the school is also</p> <p>19 available, www.cgcsaz.com. Our school's name is</p> <p>20 Country Gardens Charter School. Again, that's</p> <p>21 www.cgcsaz.com, and there's a link there to our</p> <p>22 Facebook page. I'm the admin on the Facebook page.</p> <p>23 If you would like to reach me for further comment or</p> <p>24 opinion or other information, it's easy to do. Other</p> <p>25 than that, thank you for your time.</p> </div> <p style="text-align: right; margin-right: 20px;">Page 12</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
1	<p>MS. BURGE: My name is Goldie Burge and I own the property and founded the school, Country Gardens Charter School which is located on 6313 West Southern Avenue. It's been in existence since 2000. And I also own the property with my house on it which is on the south end of the property of the school which would be also on the west side, would be facing the freeway as well.</p> <p>I would prefer that the ramps coming off onto Southern, if at all possible, be shifted about 200 feet to the east so as not to impact our school entrance as much. And a little bit -- if they could move it slightly to the north on that right-of-way rather than going into our property on the south side of Southern. That would be my preference.</p> <p>I want to just make sure that I would oppose any part of the freeway taking out our school, our property there and the houses that are around it. We have a viable charter school with 420 students with high test scores, and we have a very involved life science program that extends and has an outreach all the way to Costa Rica, Panama and Belize, and also we do outreach programs for other schools to come and visit our barnyard program.</p> <p>And our biology teacher does outreach</p> <p style="text-align: right;">Page 13</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
1	Design	The alignment of the W59 Alternative had not been changed in the area of the Country Garden Charter School. The freeway would not directly affect the school, but would run just east of the school. Design of each action alternative, while completed to an equivalent level, is still preliminary and subject to change because designs would be further refined. The Arizona Department of Transportation would work with businesses during the design phase to identify ways to minimize property impacts that allow the business to continue operations.

Code	Comment Document
<div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">2</div>	<div style="border: 1px solid black; padding: 10px; margin: 10px auto; width: 90%;"> <p>1 programs all over the state for the Arizona 2 Herpetological Society. So he utilizes some of our 3 animals to take to these presentations for disabled 4 children, for educational seminars, etc. So we're a 5 very different type of public charter school in that 6 we're very hands-on life science focused, and we 7 provide a totally different opportunity than the 8 public schools in the area.</p> <p>9 On the school property we have an 10 extremely large amount of large about 80 to 100 foot 11 trees that are over 5 feet in diameter that have been 12 there back to the Pima Indians. There was a Pima 13 Indian dig ruin site on Southern right in front of 14 the school which SRP has now since covered back over, 15 and some remains were also found on our property in 16 the trees, as well as in those trees which is our 17 "Wilds" area.</p> <p>18 We have Great Horned Owls that breed 19 there, as well as Red-tailed Hawks, plus some other 20 species of animals such as the California Kingsnake, 21 et cetera. So we would not want those habitats to be 22 disturbed.</p> <p>23 We're in the Migratory Bird Act -- we're 24 protected under the Migratory Bird Act, and we're in 25 what we call a migration zone. We get many other</p> </div> <p style="text-align: right; margin-top: 10px;">Page 14</p> <p style="text-align: center; margin-top: 10px;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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

Code	Comment Document
	<p>1 birds that come to the trees there, Lovebirds, 2 parakeets in the wintertime that migrate through. So 3 it's a pretty viable biology or biological corridor, 4 if you will, and important to maintain that.</p> <p>5 Our school employs over 35 people with a 6 payroll of \$1.5 million per year which is pretty 7 significant. If the school were to have to be moved, 8 it would impact quite a few families, both employees 9 and 420 families of students.</p> <p>10 And we are a 70 percent poverty level. 11 We're a Title 1 school and we serve students not only 12 in Laveen, but we bus students in from all over 10 to 13 12 districts so that these students can get a 14 different type of school choice than they're offered 15 in their public school district.</p> <p>16 We provide opportunities for these 17 low-income students that otherwise would never be 18 offered to them, particularly our trips across 19 country. We have two charter buses that we have 20 outfitted with bunk beds, and we travel students 21 every year on three-week and two-week trips in 22 different regions of the U.S. for a very low amount 23 of money so that they can afford to go. And we cover 24 all 48 states in the United States on a four-year 25 rotating basis.</p>
	<p style="text-align: right;">Page 15</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
	<p>1 And then we take high school students to 2 Costa Rica, Panama and Belize where we have life 3 science studies in the rainforest for six to eight 4 weeks, and in Belize for two weeks where we study the 5 second largest Great Barrier Reef in the world and do 6 archaeological studies on the Mayan Ruins there as 7 well.</p> <p>8 We also have a village we sponsor in 9 Panama and marine biology tours that we do in Panama 10 while we're in Costa Rica. So our students are 11 getting these opportunities that typically only 12 higher income or private school students would be 13 offered, and they're offered it at a more affordable 14 rate for them, and it's providing them the science 15 and math opportunities for careers that they wouldn't 16 be offered if they had not experienced these learning 17 environments.</p> <p>18 For example, we have students now wanting 19 to be archaeologists. We have many students wanting 20 to go into marine biology. We have students who are 21 decided on many different science careers and are in 22 college presently and doing very well. And they're 23 all low-income kids that probably would have never 24 pursued this had they not been on these trips. So 25 that is a big factor for our school.</p>
	<p style="text-align: right;">Page 16</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
	<p>1 And nobody in the whole state of Arizona 2 offers any of this, and as far as we know in the 3 United States not to this extent. For example, our 4 trip to Costa Rica is six to eight weeks. Our kids 5 only pay a total for everything, including airfare, 6 \$1,450. Our three-week trips, our students only pay 7 \$900 for three weeks across the United States seeing 8 30 venues.</p> <p>9 For example, last year -- this last year 10 we went to the Florida region, southern region of the 11 U.S. and D.C. and actually met with Senator Jeff 12 Flake. Had a meeting with him for over 30 minutes. 13 Senator John McCain. We're very involved in the 14 House of Representatives, and we got to see them 15 voting in the Senate, plus all of the historical 16 places, Williamsburg, Jamestown, et cetera. Over 30 17 places that they saw on a three-week trip just on 18 that one southern region.</p> <p>19 We have another region where we do 20 Chicago, Mt. Rushmore and the Great Lakes region. 21 That's next year. The year after that is our Rocky 22 Mountain region which covers all of the state parks 23 including Yellowstone, Bryce Canyon, Arches National 24 Park and many other entities.</p> <p>25 Our fourth trip is to the New England</p>
	<p style="text-align: right;">Page 17</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
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1 region where we tour all of New England, all the way
 2 to Maine, Statue of Liberty, New York, go over to
 3 Canada and Niagara Falls. We have many, many venues
 4 of historical significance throughout the whole New
 5 England region.

6 And then we have the pacific northwest
 7 where we do the whole pacific northwest coast. So
 8 basically our students traveling on these trips will
 9 cover all 48 states if they go on all the trips and
 10 be learning the whole time. They are not vacation
 11 trips.

12 So these are the things we offer.
 13 Besides that, our school is completely hands-on. We
 14 have a zoo lab that has over 300 species of animals
 15 where all the students get to go in and interact and
 16 work in science through living animals. We have a
 17 barnyard with all the farm animals. They interact
 18 with them and work with science on those. And all of
 19 our classrooms are hands-on with learning centers
 20 which is a very -- and it's a very accelerated
 21 learning program.

22 Our students are taking -- are taking
 23 more high school classes, more core classes than
 24 other high schoolers. Our tenth graders are
 25 outscoring all the schools in the region on --

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Code	Comment Document
	<div data-bbox="450 395 1339 1661" style="border: 1px solid black; padding: 10px;"> <p>1 there's tests, especially in math, and -- and we have 2 an extensive amount of homework that so that our 3 students are college prepared. 4 We have a very high graduation rate from 5 80 to 100 percent, and most of our kids that are in 6 college are in state colleges and are doing extremely 7 well. So that's why the school needs to stay there 8 so we can offer these opportunities to our -- 9 especially our lower income students. Give them the 10 opportunities that they're missing out when they're 11 attending regular public school. That's probably it. 12 For example, one of our students, a young 13 African-American student who really didn't have much 14 ambition when he started our school in junior high 15 was now our valedictorian a year ago, got a 16 scholarship to ASU where he's attending, and he now 17 -- his plans after going to Costa Rica and Belize is 18 that he wants to be a foreign language interpreter. 19 And he has also taught himself since then Portuguese 20 as well as the Spanish we taught him and that he 21 utilized in Costa Rica. 22 He was so excited when he was in Costa 23 Rica to be able to speak to people and enjoyed that 24 so much that now that is his focus. So these 25 wonderful opportunities do make huge differences on</p> </div> <p style="text-align: right;">Page 19</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
	<div data-bbox="450 395 1339 1661" style="border: 1px solid black; padding: 10px;"> <p>1 these students' lives, so that is why we're working 2 on maintaining this level of education for these 3 kids. 4 (The proceedings concluded at 2:00 p.m.) 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25</p> </div> <p style="text-align: right; margin-top: 20px;">Page 20</p> <p style="text-align: center; margin-top: 10px;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: Comments in opposition to South Mountain Freeway Date: Wednesday, May 29, 2013 8:22:59 AM</p> <hr/> <p>-----Original Message----- From: Sierra Club [mailto:information@sierraclub.org] On Behalf Of Tina Burger Sent: Tuesday, May 28, 2013 8:18 PM To: Projects Subject: Comments in opposition to South Mountain Freeway</p> <p>May 28, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>Although i am a former developer, we never took land that wasn't already infill or along a current road. The reason Scottsdale is so successful is we looked at long term sustainability to include open space/land, this is imperative in the attempt to preserve the beauty, environment and wildlife. The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.</p> <p>South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.</p> <p>The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.</p> <p>The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.</p> <p>Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</p> <p>Sincerely,</p> <p>Ms. Tina Burger 2200 E Dortha Ave Apt K Flagstaff, AZ 86004-3663</p>
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Code	Issue	Response
1	Alternatives, No-Action (No-Build) Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Purpose and Need	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
3	Alternatives	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the <i>Regional Transportation Plan</i> and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
4	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Health Effects	
6	Section 4(f) and Section 6(f)	
7	Biology, Plants, and Wildlife	

Code	Comment Document
	<p data-bbox="428 411 562 435">(480) 215-6440</p> <hr data-bbox="428 536 749 540"/> <p data-bbox="428 562 1283 647">Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</p>

Code	Issue	Response
8	Neighborhoods/ Communities	<p data-bbox="1961 294 2899 812">Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.</p>

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: Comments in opposition to South Mountain Freeway Date: Thursday, June 20, 2013 8:37:05 AM</p> <hr/> <p>Thank you, Felicia Beltran Senior Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-319-7709 azdot.gov</p> <p>-----Original Message----- From: Sierra Club [mailto:information@sierraclub.org] On Behalf Of Robert "Steve" Burkhart Sent: Wednesday, June 19, 2013 6:20 PM To: Projects Subject: Comments in opposition to South Mountain Freeway</p> <p>Jun 19, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>I am a resident in the Ahwatukee area of Phoenix that would be most directly impacted by the construction of the freeway. I can't claim ignorance of the proposed project when I bought my residence in this area because I already knew the construction was in the long-term plan. If that were the only factor involved I would not be writing this. However there are broader issues involved that I feel compelled to address. Simply because a project has been on the drawing board is not good enough reason to bring it to fruition. Our knowledge of environmental impacts to the local ecosystems as well as to the entire world is much greater now than when it was first proposed. Our scientific knowledge of what is happening to our world is inconsistent with the ambitions of those who feel that development of such projects is the highest ideal. It is not. The health and survival of sons and daughters, and their children and children's children are of utmost importance and present a much higher value.</p> <p>I do a considerable amount of hiking on the mountain and my property is also situated along the desert. I don't know what kind of research has gone into this, but it seems very clear to me that the ecosystem of South Mountain is already greatly impaired due to the city that surrounds it. My neighbors feed rabbits that the coyotes feast on, which surely must increase their numbers. I do a lot of hiking around the state of Arizona, and I have to tell you that I see far more coyotes outside my residence than I ever see anywhere else. If you add to that by building a freeway that cuts off the wildlife corridor then their gene pool and ultimately their survival will become seriously impacted by negative effects of interbreeding. The coyote is just an example. There are many other species that will also be affected.</p>

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Code	Issue	Response
1	Alternatives, No-Action (No-Build) Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Purpose and Need, Old Plan or Use of Old Data	
3	Health Effects	
4	Biology, Plants, and Wildlife	

Code	Comment Document
5	<p>Beyond the local environment is the world-wide problem of global warming that can only be worsened by the spewing of pollution in the air. Building more freeways is not the answer! They will encourage even more urban sprawl and cars on the road that will just exacerbate the problem. There needs to be a greater concerted effort into building public transportation systems that will clean up the air and provide a healthy and enjoyable world for my grandchildren and yours to live in.</p>
6	<p>Sincerely, Robert "Steve" Burkhart 3236 E. Chandler Blvd. #1042 Phoenix, AZ</p>
7	<p>Sincerely, Robert "Steve" Burkhart 3236 E Chandler Blvd Unit 1042 Phoenix, AZ 85048-7281 (480) 695-2138</p>
<p>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</p>	

Code	Issue	Response
5	Air Quality	<p>Climate change is an important national and global concern. While the earth has gone through many natural changes in climate in its history, there is general agreement that the earth's climate is currently changing at an accelerated rate and will continue to do. Human-caused greenhouse gas emissions contribute to this rapid change. Carbon dioxide makes up the largest component of these greenhouse gas emissions. Other prominent transportation-related Greenhouse gases include methane and nitrous oxide. Greenhouse gases trap heat in the earth's atmosphere. Because the atmospheric concentration of greenhouse gases continues to climb, our planet will likely continue to experience climate change-related phenomena (see Final Environmental Impact Statement pages 4-85 through 4-86). To date, no national standards have been established regarding greenhouse gases. Greenhouse gases are different than other air pollutants evaluated in federal environmental reviews because their impacts are not localized or regional due to their rapid dispersion into the global atmosphere. The affected environment for greenhouse gas emissions is the entire planet. In contrast to broad-scale actions such as those involving an entire industry sector or very large geographic areas, it is difficult to isolate and understand greenhouse gas emissions' impacts for a particular transportation project. Furthermore, presently there is no scientific methodology for attributing specific climatological changes to a particular transportation project's emissions. Under the National Environmental Policy Act, detailed environmental analysis should focus on issues that are significant and meaningful to decision making. The Federal Highway Administration has concluded, based on the nature of greenhouse gas emissions and the exceedingly small potential greenhouse gas impacts of the proposed freeway (as shown in Final Environmental Impact Statement Table 4-37 on page 4-85), that greenhouse gas emissions from the proposed freeway would not result in "reasonably foreseeable significant adverse impacts on the human environment" [40 Code of Federal Regulations § 1502.22(b)].</p>
6	Neighborhoods/Communities	<p>Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.</p>

Code	Comment Document

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

Code	Comment Document
	<p>1 MR. BURKHART: Robert Burkhart, and I 2 reside at 3236 East Chandler Boulevard, No. 1042, 3 Phoenix, Arizona 85048.</p> <p>4 I'm an Arizona native. I was born at 5 Good Sam Hospital and have lived in several 6 communities, including at various times in the 7 Valley. I know this doesn't give me any special 8 privileges over someone who moved here, say, a year 9 ago, but I also spent 20 years of my adult life in 10 Alaska. I came home at least once a year to visit 11 family and this gave me a bird's eye perspective.</p> <p>12 You know, time-lapse photography, the 13 kind where you set a camera up to take pictures every 14 minute as a rose is blooming. A beautiful rose 15 blossoms in front of your very eyes. This is so 16 beautiful. I think you already know where I'm going 17 with this. That's what it was like for me coming 18 home to the Valley once a year to watch the blooming 19 of the Valley.</p> <p>20 Before I left, the rose was definitely in 21 bloom with a wonderful downtown architecture 22 including the Westwood Ho Hotel and of course the 23 Biltmore in Scottsdale along with the general western 24 theme of the area, but then something changed. The 25 vine was still there, but the rose strangely faded in</p>

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Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document
1	<p>1 the distance. A vine of freeways spread its 2 insidious tentacles in every which direction. The 3 city spread not like a rose of theme of fine 4 architecture, but like a haphazard cancer with no 5 organized plan and all its tentacles were thorns. 6 There were people coming from places like 7 Chicago, Atlanta and D.C. who found that they have 8 actually come to a place that is harder to get around 9 in than the many places they left. There was no L, 10 no Marta, and no Metro. Instead, they found 11 themselves stuck on the vines in rush-hour traffic 12 honking their horns going in the thorny road rage. 13 And I asked myself why? Is it because in 14 Arizona we are still stuck in the dilution that this 15 is the wild west and that every man needs his own 16 horse to get around on? It's the real kind of 17 Marlboro man who has his own horse. Yet because of 18 that, chokes on the smoke and develops emphysema. 19 I live in the Ahwatukee area. You know, 20 the one affected by the freeway. Please don't do me 21 any favors by finding a faster way to Avondale when 22 you will be increasing the noise and filth due to the 23 out of control plan to make things worse than is 24 already broken. 25 Hurray for putting in the Light Rail.</p> <p style="text-align: right;">Page 3</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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

Code	Comment Document
<p>2</p>	<p>1 It's too little too late, and sorry it doesn't reach 2 me, nor most other people in the Valley for that 3 matter. 4 I have the lucky privilege of owning a 5 residence on the edge of the desert where I can sit 6 on my porch and watch the bunnies hop around while I 7 sip my morning cup of coffee. I am blessed. There 8 are plenty of rabbits because they are fed by 9 neighbors who don't know any better. Most mornings 10 that I'm actually looking, I'll see at least one 11 coyote who I'm guessing is checking out the bunny 12 scene, and sometimes chicken left out for them by 13 another neighbor. Easy pickings. 14 I'm an avid hiker who sees far more 15 bunnies and coyotes pass by my property in the city 16 than I ever do in the wild. They're nice to look at, 17 but there are way too many of them and it's nature 18 out of balance. Now you're going to do something 19 that throws this whole thing in reverse by cutting 20 off a wildlife corridor, you'll be shutting off the 21 coyotes' access to visiting coyotes from the 22 Estrellas. And by doing so, you will affect their 23 ability to interbreed. Without interbreeding, you 24 get what? They get what? Right, they get dumb and 25 they get diseases associated with recessive traits.</p>
<p>3</p>	<p>Page 4 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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

Code	Comment Document
<p>4</p> <p>5</p>	<p>1 Because they are dumb and sick, they will die and the</p> <p>2 mountain will become a cold hard rock without them.</p> <p>3 So maybe you're saying to yourselves,</p> <p>4 what's a few less Mangy Coyotes and a little more</p> <p>5 emphysema when we have to grease the wheels of</p> <p>6 commerce by way of truck between L.A. and El Paso.</p> <p>7 Well, if that's the way you see it, I know there's</p> <p>8 nothing I could ever say or present any kind of</p> <p>9 scientific evidence that could possibly change your</p> <p>10 mind. But if you have any inkling of a doubt, then</p> <p>11 please examine your conscience and feel it in your</p> <p>12 heart to draw a line in the sand to do what it takes</p> <p>13 to help us all breathe a little cleaner air and save</p> <p>14 many thoroughly gorgeous coyotes. Thank you.</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p> <p style="text-align: right;">Page 5</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: Say "No!" to the Proposed South Mountain Freeway Date: Friday, June 14, 2013 1:24:11 PM</p> <hr/> <p>Thank you, Felicia Beltran Senior Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-319-7709 azdot.gov</p> <p>-----Original Message----- From: AMY BURKHOLDER [mailto:AMY.BURKHOLDER@EEOC.GOV] Sent: Friday, June 14, 2013 12:37 PM To: Projects Subject: Say "No!" to the Proposed South Mountain Freeway</p> <p>To Whom it May Concern:</p> <p>I am a resident of Ahwatukee. My family and I moved from Oak Park, IL a few years ago when my husband's job transferred him to Phoenix. When we purchased our house in the Club West community and enrolled our children in the Ahwatukee public schools system, we felt like we won the lottery! Finally, we discovered a community where the public schools rivaled the schools in Oak Park (some would say they are even better) and the residents are friendly and the neighborhood is super safe. If that wasn't enough, we have one of the nation's greatest parks, South Mountain. My family and I routinely hike these trails and are never ceased to be amazed by its majestic beauty! There aren't many of these areas left in our great country!</p> <p>I truly believe building a freeway through South Mountain is a terrible idea. It's terrible for the health hazards brought by the increased congestion and vehicular traffic. With the increase in traffic, we will experience an increase in crime, air pollution as well as noise pollution, especially from the substantial increase in truck traffic.</p> <p>Rather than destroying South Mountain to build the freeway, why doesn't Arizona begin constructing public transportation, including commuter trains and additional buses. Why aren't I10 and the 202 expanded to accommodate commuter trains that would assist residents from Ahwatukee, Chandler, Gilbert and Mesa to reach downtown. Finding ways to minimize crime and pollution should be the focus of Arizona, not adding to the problem which is what the proposed freeway represents.</p> <p>Thank you for your consideration.</p> <p>Regards, Amy Burkholder</p> <hr/> <p>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</p>

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

Code	Comment Document
	<p>From: Ken Burns To: Projects Subject: Public Input - Proposed South Mountain Freeway Date: Tuesday, June 11, 2013 10:06:37 PM</p>
1	<p>I believe the proposed 202 South Mountain Freeway is short-sighted and does not reflect the current traffic patterns. The freeway was envisioned in 1985, but does not reflect the population growth over the past 30 years and the anticipated growth in the near future. In particular the recent and expected population growth in Goodyear and Buckeye will cause an explosion in the population west of the White Tank Mountains.</p>
2	<ul style="list-style-type: none"> The South Mountain Freeway as proposed will do little to relieve the traffic congestion currently on the Papago Freeway. The 59th Avenue alignment is well east of the morning congestion point for inbound traffic. The same argument can be made for evening outbound traffic.
3	<ul style="list-style-type: none"> The South Mountain Freeway would become the de-facto "truck route" for semi-trailer traffic from the ports in California to points east of Phoenix.
4	<ul style="list-style-type: none"> The "truck route" designation will be even more evident with the completion of State Route 801.
5	<ul style="list-style-type: none"> The South Mountain Freeway will not be similar to the San Tan Freeway. Because of the high volume of semi-trailer truck traffic, the South Mountain Freeway will be much noisier and provide much higher pollution to the neighboring communities.
	<p>I am not proposing a "no build" scenario. I can see the value of completing the 202 Loop and providing an alternate for traffic from the Chandler and Ahwatukee areas removing some of that traffic from the I-10 Broadway Curve. My recommendation relates to timing and scope.</p>
6	<ul style="list-style-type: none"> Before the South Mountain Freeway is built, I viable option should be built to pull traffic off the eastbound I-10 on west of Goodyear and reconnecting to I-10 south of the Phoenix metro.
7	<ul style="list-style-type: none"> Once the alternate route is completed, the South Mountain Freeway can be sized to accommodate the normal east-west traffic. Even then, the South Mountain Freeway will be primarily a pass-thru highway and not lead to significant population growth along its route (unlike the San Tan Freeway and the Loop 303), because of the South Mountain Freeway's proximity to tribal land and the fact that Ahwatukee is nearly built out.
	<p>In conclusion, I believe that construction of the South Mountain Freeway should be postponed until:</p>
8	<ol style="list-style-type: none"> The significant issues of the traffic congestion to/from the Goodyear and Buckeye communities is addressed.
6	<ol style="list-style-type: none"> An alternate route for I-10 thru-traffic (especially semi-trailer trucks) is constructed. This would go a long way toward relieving the metro traffic congestion. The current proposal only serves to manage the traffic. A thru-traffic route would actually remove traffic from the metro freeway system.

Code	Issue	Response
1	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Alternatives, W59 Alternative Versus W101 Alternative	
3	Trucks	The Maricopa Association of Governments regional travel demand model forecasts approximately 10 percent truck traffic on the South Mountain Freeway in 2035 (see Final Environmental Impact Statement page 3-64). This percentage is similar to current conditions on Interstate 10 between Loop 101 and Interstate 17 and on U.S. Route 60. Noise modeling for the Final Environmental Impact Statement used this forecast truck traffic, with the model accounting for greater noise generation by trucks in the future (see Final Environmental Impact Statement page 4-88). Noise mitigation is designed for this predicted noise level, including the noise from trucks. The noise analysis was updated for the Final Environmental Impact Statement using the most recent Federal Highway Administration and Arizona Department of Transportation policy and traffic projections provided by the Maricopa Association of Governments. Discussion of this updated analysis begins on page 4-88 of the Final Environmental Impact Statement. No substantial differences between the analyses presented in the Draft and the Final Environmental Impact Statements resulted.
4	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Air Quality	
6	Alternatives	There is an existing route (Interstate 8 and State Route 85) that provides a bypass of the Phoenix metropolitan area. Signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. This route continues to be available for interstate and interregional travel.
7	Purpose and Need, Lack of Support	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
8	Traffic	The proposed freeway is part of the multimodal <i>Regional Transportation Plan</i> (see Final Environmental Impact Statement page 1-5 for more information regarding the <i>Regional Transportation Plan</i>). The proposed freeway would serve as an important link to planned transportation facilities in the Goodyear and Buckeye areas, namely State Route 30 and State Route 303L. This system of freeways would help to improve traffic operations along Interstate 10 in the southwest metropolitan Phoenix area.

Code	Comment Document
	<p data-bbox="438 439 699 526">Ken Burns 1762 W Thunderhill Dr Phoenix, AZ 85045</p>

Code	Issue	Response

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: South Mountain Freeway comments Date: Monday, July 01, 2013 8:45:40 AM Attachments: image001.png</p> <hr/> <p>Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov </p> <hr/> <p>From: Joe and Marie Burns [mailto:jmburns6@hotmail.com] Sent: Sunday, June 30, 2013 1:57 PM To: Projects; Joe and Marie Burns Subject: South Mountain Freeway comments</p> <p>1 We are strongly opposed to all of the current proposals that put the highway through Pecos Road. We disagree with the need to destroy part of South Mountain and think it should be preserved with alternative routes explored instead. We live a few blocks north of Pecos Road and are opposed to the increased traffic, noise, and pollution; loss of bike trails; unnecessary demolition of homes, church, and school; and potential increased crime rate that would result with a highway on Pecos Road. It sure seems like it would be less costly to run the highway through the open land south of Pecos where no homes, churches, or businesses would be negatively impacted.</p> <p>2</p> <p>3 4 5 6</p> <p>7 8</p> <p>9</p> <p>We do believe the highway would best serve the community if it was located on GRIC land instead.</p> <p>We look forward to having the GRIC route be put back on the table for further consideration.</p> <p>Joe & Marie Burns</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

Code	Issue	Response
1	Alternatives, E1 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Section 4(f) and Section 6(f)	
3	Traffic	In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system. The City study found no adverse effects on the local street system from the freeway (see Appendix 3-1 in the Final Environmental Impact Statement).
4	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Air Quality	
6	Design	The study has considered concepts for parallel multiuse paths; however, the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.
7	Neighborhoods/Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
8	Neighborhoods/Communities	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
9	Alternatives, Gila River Indian Community Alignment	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="366 499 857 572">INCOMING CALL DATE: 6/12/13</td> <td data-bbox="857 499 1342 572">INCOMING CALL TIME: 5:17 PM</td> </tr> <tr> <td data-bbox="366 572 857 620">CALLER: MARILYN BURNS</td> <td data-bbox="857 572 1342 620">CALLER ADDRESS: 10231 CONCORD AVENUE, SUN CITY, AZ 85351</td> </tr> <tr> <td data-bbox="366 620 857 669">PHONE:</td> <td data-bbox="857 620 1342 669">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support the South Mountain Freeway. Thank you.</p>	INCOMING CALL DATE: 6/12/13	INCOMING CALL TIME: 5:17 PM	CALLER: MARILYN BURNS	CALLER ADDRESS: 10231 CONCORD AVENUE, SUN CITY, AZ 85351	PHONE:	EMAIL:
INCOMING CALL DATE: 6/12/13	INCOMING CALL TIME: 5:17 PM						
CALLER: MARILYN BURNS	CALLER ADDRESS: 10231 CONCORD AVENUE, SUN CITY, AZ 85351						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
	<p data-bbox="376 433 913 485">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 504 1345 667"> <tr> <td data-bbox="376 504 860 570">INCOMING CALL DATE: 05/9/13</td> <td data-bbox="860 504 1345 570">INCOMING CALL TIME: 3:22 PM</td> </tr> <tr> <td data-bbox="376 570 860 618">CALLER: JOHN BURTON</td> <td data-bbox="860 570 1345 618">CALLER ADDRESS:</td> </tr> <tr> <td data-bbox="376 618 860 667">PHONE:</td> <td data-bbox="860 618 1345 667">EMAIL:</td> </tr> </table> <p data-bbox="376 671 724 699">CALLER REMARKS/QUESTIONS:</p> <p data-bbox="376 701 1330 753">I support the planning and construction of the South Mountain Freeway and think it should be built as soon as possible.</p>	INCOMING CALL DATE: 05/9/13	INCOMING CALL TIME: 3:22 PM	CALLER: JOHN BURTON	CALLER ADDRESS:	PHONE:	EMAIL:
INCOMING CALL DATE: 05/9/13	INCOMING CALL TIME: 3:22 PM						
CALLER: JOHN BURTON	CALLER ADDRESS:						
PHONE:	EMAIL:						

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: Let's Build the 202!!! Date: Monday, May 20, 2013 8:44:11 AM </p> <hr/> <p> From: Randy Bury [mailto:rbury@me.com] Sent: Friday, May 17, 2013 5:46 PM To: Projects Subject: Let's Build the 202!!! </p> <p> I am in support of building the 202 south mountain freeway and believe it is an extremely important freeway connection between the east and west valley. </p> <p> Please support this construction. Thank you. </p> <p> Randy Bury 480-993-7690 </p> <hr/> <p> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 570">INCOMING CALL DATE: 05/13/13</td> <td data-bbox="857 506 1342 570">INCOMING CALL TIME: 2:45 PM</td> </tr> <tr> <td data-bbox="376 570 857 620">CALLER: KELLY BUSK</td> <td data-bbox="857 570 1342 620">CALLER ADDRESS: 5731 W. DUBLIN LANE, CHANDLER, AZ 85226</td> </tr> <tr> <td data-bbox="376 620 857 667">PHONE:</td> <td data-bbox="857 620 1342 667">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support the proposed South Mountain Freeway. Thank you for your time.</p>	INCOMING CALL DATE: 05/13/13	INCOMING CALL TIME: 2:45 PM	CALLER: KELLY BUSK	CALLER ADDRESS: 5731 W. DUBLIN LANE, CHANDLER, AZ 85226	PHONE:	EMAIL:
INCOMING CALL DATE: 05/13/13	INCOMING CALL TIME: 2:45 PM						
CALLER: KELLY BUSK	CALLER ADDRESS: 5731 W. DUBLIN LANE, CHANDLER, AZ 85226						
PHONE:	EMAIL:						


Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 570">INCOMING CALL DATE: 7/23/13</td> <td data-bbox="864 506 1336 570">INCOMING CALL TIME: 1:39 PM</td> </tr> <tr> <td data-bbox="376 574 857 618">CALLER: JOHN BUSKOVITCH</td> <td data-bbox="864 574 1336 618">CALLER ADDRESS:</td> </tr> <tr> <td data-bbox="376 622 857 667">PHONE: 602-678-1020</td> <td data-bbox="864 622 1336 667">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support the South Mountain freeway extension. Thank you bye.</p>	INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 1:39 PM	CALLER: JOHN BUSKOVITCH	CALLER ADDRESS:	PHONE: 602-678-1020	EMAIL:
INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 1:39 PM						
CALLER: JOHN BUSKOVITCH	CALLER ADDRESS:						
PHONE: 602-678-1020	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="372 504 857 572">INCOMING CALL DATE: 5/15/13</td> <td data-bbox="857 504 1336 572">INCOMING CALL TIME: 3:56 PM</td> </tr> <tr> <td data-bbox="372 572 857 620">CALLER: DEBORAH BUSSER</td> <td data-bbox="857 572 1336 620">CALLER ADDRESS: 1906 S. 65TH AVENUE, PHOENIX, AZ 85043</td> </tr> <tr> <td data-bbox="372 620 857 669">PHONE:</td> <td data-bbox="857 620 1336 669">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I am a registered voter and citizen of the City of Phoenix and I support the South Mountain Freeway. Thank you.</p>	INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 3:56 PM	CALLER: DEBORAH BUSSER	CALLER ADDRESS: 1906 S. 65 TH AVENUE, PHOENIX, AZ 85043	PHONE:	EMAIL:
INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 3:56 PM						
CALLER: DEBORAH BUSSER	CALLER ADDRESS: 1906 S. 65 TH AVENUE, PHOENIX, AZ 85043						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p>1</p> <p>2</p> <p>3</p>	<p>From: Projects To: ADOT Subject: FW: Loop 202 extension Date: Thursday, July 11, 2013 10:43:34 AM Attachments: image001.png</p> <hr/> <p>Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov </p> <hr/> <p>From: Jean and Mike [mailto:jeanandmikeb@cox.net] Sent: Thursday, July 11, 2013 10:08 AM To: Projects Cc: council.district.6@phoenix.gov; Jim Jochim Subject: Loop 202 extension</p> <p>Ladies and Gentlemen:</p> <p>We are residents of Ahwatukee and most definitely do not want the Loop 202 to be built in our community. For many reasons, mainly air pollution, we would like to see this project abandoned and funds expended elsewhere i.e. on the improvement of AZ 85 between I-8 and I-10. This would provide the "truck bypass" around Phoenix that supposedly everyone wants.</p> <p>One of the main reasons we moved to Ahwatukee over 16 years ago, was that this area didn't get the infamous Phoenix "brown cloud." South Mountain protected the Ahwatukee area. If the freeway is constructed it (by itself) will most likely give us a "brown cloud" - that isn't healthy for anyone.</p> <p>We both feel that ADOT has an obsessive need to build this road whether it is needed or not or wanted or not.</p> <p>Jean Butterfield Michael Butterfield 3126 E. Woodland Drive Phoenix, AZ 480-706-8465</p>

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

Code	Comment Document
	<p data-bbox="428 419 652 445">jeanandmikeb@cox.net</p> <hr data-bbox="428 483 1289 485"/> <p data-bbox="428 512 1289 580"><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

Code	Issue	Response

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

INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 4:39 PM
CALLER: ROBERT CAAN	CALLER ADDRESS: 9508 E. CAREFREE WAY, #D-315, SUN LAKES, AZ 85248
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

I support the Freeway. I think you better get with it because it will never happen unless you do so.
Bye.

1

Code	Issue	Response
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1		Comment noted.
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Code	Comment Document						
	<div data-bbox="366 431 913 485" style="text-align: center;"> <p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> </div> <table border="1" data-bbox="366 504 1342 693"> <tr> <td data-bbox="366 504 857 572">INCOMING CALL DATE: 7/24/13</td> <td data-bbox="857 504 1342 572">INCOMING CALL TIME: 12:30 PM</td> </tr> <tr> <td data-bbox="366 572 857 645">CALLER: JOE CABRERA</td> <td data-bbox="857 572 1342 645">CALLER ADDRESS: 8330 WEST SIERRA VISTA DRIVE, GLENDALE, ARIZONA 85305</td> </tr> <tr> <td data-bbox="366 645 857 693">PHONE:</td> <td data-bbox="857 645 1342 693">EMAIL:</td> </tr> </table> <div data-bbox="366 693 721 723" style="text-align: center;"> <p>CALLER REMARKS/QUESTIONS:</p> </div> <p data-bbox="366 723 1286 758">I live in Glendale. I just want to say I support the Loop 202 South Mountain freeway. Thank you.</p>	INCOMING CALL DATE: 7/24/13	INCOMING CALL TIME: 12:30 PM	CALLER: JOE CABRERA	CALLER ADDRESS: 8330 WEST SIERRA VISTA DRIVE, GLENDALE, ARIZONA 85305	PHONE:	EMAIL:
INCOMING CALL DATE: 7/24/13	INCOMING CALL TIME: 12:30 PM						
CALLER: JOE CABRERA	CALLER ADDRESS: 8330 WEST SIERRA VISTA DRIVE, GLENDALE, ARIZONA 85305						
PHONE:	EMAIL:						

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>Matthew Caggiano Please do NOT build the south mountain freeway.</p> <p style="text-align: right;">Document Created: 6/6/2013 7:29:18 PM by Web Comment Form</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: Sierra Club on behalf of Barbara Cain To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Tuesday, June 04, 2013 12:46:54 PM</p> <hr/> <p>Jun 4, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>2 I have fond memories of South Mountain Park in the late 40's and 50's. It is a valuable site for Phoenix folks and tourists. The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.</p> <p>3</p> <p>4 South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.</p> <p>5</p> <p>6 The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.</p> <p>7</p> <p>8 The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.</p> <p>1 Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</p> <p>Sincerely,</p> <p>Miss Barbara Cain 3489 N Camino La Jicarrilla Tucson, AZ 85712-6042 (520) 881-5689</p>

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

Code	Comment Document

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

Code	Comment Document						
<p style="text-align: center;">1</p>	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 506 1345 671"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 5/15/13</td> <td data-bbox="857 506 1345 572">INCOMING CALL TIME: 3:27 PM</td> </tr> <tr> <td data-bbox="376 572 857 620">CALLER: HEVER CALENBUTTERS</td> <td data-bbox="857 572 1345 620">CALLER ADDRESS: 1881 N. ELLIS STREET, CHANDLER, AZ 85224</td> </tr> <tr> <td data-bbox="376 620 857 671">PHONE: 480-839-1610</td> <td data-bbox="857 620 1345 671">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support the 202 extension. Thank you.</p>	INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 3:27 PM	CALLER: HEVER CALENBUTTERS	CALLER ADDRESS: 1881 N. ELLIS STREET, CHANDLER, AZ 85224	PHONE: 480-839-1610	EMAIL:
INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 3:27 PM						
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PHONE: 480-839-1610	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 5/16/13</td> <td data-bbox="857 506 1339 572">INCOMING CALL TIME: 6:04 PM</td> </tr> <tr> <td data-bbox="376 572 857 620">CALLER: PAULINE CAMERON</td> <td data-bbox="857 572 1339 620">CALLER ADDRESS: 249 W. PECAN PLACE, TEMPE, AZ</td> </tr> <tr> <td data-bbox="376 620 857 669">PHONE:</td> <td data-bbox="857 620 1339 669">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I would like to voice my support for the South Mountain Freeway.</p>	INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 6:04 PM	CALLER: PAULINE CAMERON	CALLER ADDRESS: 249 W. PECAN PLACE, TEMPE, AZ	PHONE:	EMAIL:
INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 6:04 PM						
CALLER: PAULINE CAMERON	CALLER ADDRESS: 249 W. PECAN PLACE, TEMPE, AZ						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>Joseph Campell Document Created: 7/24/2013 9:12:03 PM by Web Comment Form</p> <p>Do Not Build & ruin Ahwatukee.</p> <p>We do not need more trucks, cars & Buses to add to our pollution. A few years ago I participated in getting neighbors opinions and out of the area I live in only 1person (a truck driver) wanted it.</p> <p>Home values will drop, pollution will increase, crime will increase, business will vacate this area.</p> <p>The money wasted on this ill conceived plan is outrageous. Have you ever seen a plan this big which didn't require more and more funds as the contractors want more & more \$\$\$.</p> <p>I think train rails should prevail, or I-10 improved. Taxpayers don't want this boondoggle.</p>

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Code	Issue	Response
1	Neighborhoods/Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement beginning on page 4-91).
2	Economics, Socioeconomics	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138-47; "Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor"). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
3	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
4	Neighborhoods/Communities	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
5	Economics, Socioeconomics	Businesses directly and adversely affected by implementation of an action alternative would be mitigated through relocation or site purchase at fair market value. The construction of the proposed facility would likely generate additional business and jobs in the corridor upon implementation because of the improved access it would provide.
6	Acquisitions and Relocations	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
7	Alternatives, Nonfreeway Alternatives	

Code	Comment Document						
<p style="text-align: center;">1</p>	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 506 1345 671"> <tr> <td data-bbox="376 506 857 570">INCOMING CALL DATE: 6/15/13</td> <td data-bbox="857 506 1345 570">INCOMING CALL TIME: 12:39 PM</td> </tr> <tr> <td data-bbox="376 570 857 620">CALLER: FRANCIS CANITS</td> <td data-bbox="857 570 1345 620">CALLER ADDRESS:</td> </tr> <tr> <td data-bbox="376 620 857 671">PHONE:</td> <td data-bbox="857 620 1345 671">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: Yes, I do support the freeway construction. I live on the west side of the valley. Anyway I do support it. Thank you.</p>	INCOMING CALL DATE: 6/15/13	INCOMING CALL TIME: 12:39 PM	CALLER: FRANCIS CANITS	CALLER ADDRESS:	PHONE:	EMAIL:
INCOMING CALL DATE: 6/15/13	INCOMING CALL TIME: 12:39 PM						
CALLER: FRANCIS CANITS	CALLER ADDRESS:						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: Support of South Mountain Loop 202 Date: Monday, May 20, 2013 8:49:34 AM </p> <hr/> <p> From: Rose Ann Canizales [mailto:RoseAnn@greatimpactinc.com] Sent: Friday, May 17, 2013 3:48 PM To: Projects Subject: Support of South Mountain Loop 202 </p> <p>Dear ADOT:</p> <p>I am writing in support of the South Mountain Loop 202 initiative. The economic “Crash” of 2008 in Arizona has devastated our state. The jobs created by this project will benefit the construction industry greatly and its community. The trickle down affect from general contractors to small business will aid commerce in Arizona and put people back to work.</p> <p>The environmental impact to air quality will further bring pollutants counts down by aiding in decreased automobile emissions. The long term effects of this project will translate into boosting commerce and bringing contractors and their employees back to their state to find work.</p> <p>Respectfully,</p> <p><i>Rose Ann Canizales</i></p> <p>President Association for Construction Career Development www.azccd.com</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>4303</p> <p>1 location and also at the same time enhances the amenities 2 within the City of Phoenix, keeps tax dollars here, keeps 3 people able to stay within the lesser range for seeking out 4 employment or shopping.</p> <p>5 And I think that's about all that I can muster at 6 this point, so I will probably be back if that's okay.</p> <p>7 MS. DAD: I'm in favor of the acquisition for the 8 freeway. I think it will be a benefit for the west side of 9 the -- of the -- of the area, for people to be able to travel 10 from the west side to the east side, avoiding the midtown 11 congestion. I think they have studied every stick and stone 12 and that they can now move forward and pick the 59 route. I 13 think that is the best one for the freeway. That's it. I'm in 14 favor of it.</p> <p>15 MR. CARRILLO: I've been a resident of South 16 Phoenix, in Laveen, all my life, which is 38 years old. I 17 mean, I'm 38 years old now. And, absolutely, there's no 18 question, the freeway being built would be the absolute best 19 for that community in Laveen. And I did hold back in putting 20 in my opinion, to study more concerning the South Mountain, the 21 Gila River. A lot of them are my friends, and I understand 22 their -- their dissatisfaction with everything.</p> <p>23 But I do understand that they also had a problem 24 with the casino first coming in there, a lot of these friends 25 of mine. And, now that the casino has become something</p> <p style="text-align: right;">Page 14</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
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1 lucrative for them, now there's not such an uproar about it.
 2 So I do believe that we are respecting their values and giving
 3 them a voice. But I also believe that there's a louder voice,
 4 including that with my community and residents in Laveen and
 5 everything, that absolutely this is the right choice and the
 6 right direction for growth.

7 MR. RODRIGUEZ: Yeah. Basically, I just want to
 8 state my absolute support for the 59th Avenue alternate.
 9 That's the priority one right now. I think it's probably --
 10 Well, I know it's the best option based on the city planners of
 11 the City of Phoenix. They've expected this for a long time.
 12 It's a great benefit to Maricopa County. It's a great benefit
 13 to the Valley. And, quite honestly, a lot of people coming
 14 from the West Valley, all the way out to Buckeye, eventually,
 15 you have to cross 59th.

16 If it were to go any further west, then people that
 17 live on, for example, 51st, 59th, 67th, 75th, 83rd, they're not
 18 going to go back to try to catch it at the 101 if they're
 19 heading out to the East Valley. It's counterintuitive to what
 20 human nature would tell you. So they would just jump on the
 21 I-10, currently, and continue to take the regular flow, causing
 22 the same problems that we're experiencing downtown, when it
 23 comes to major traffic. So I would say 59th Avenue is, without
 24 a doubt, the best alternative.

25 The worst alternative is the one going through

Code	Issue	Response
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Code	Comment Document
	<p data-bbox="428 445 811 526"> From: Projects To: ADOT Subject: FW: Build the202 freeway Date: Thursday, May 16, 2013 8:14:35 AM </p> <hr/> <p data-bbox="428 620 789 707"> From: cr@zfine.com [mailto:cr@zfine.com] Sent: Wednesday, May 15, 2013 8:48 PM To: Projects Subject: Build the202 freeway </p> <p data-bbox="428 758 1268 802"> This freeway has been studied, now let the bulldozers lose, it will be a great addition to Arizona's system. </p> <p data-bbox="428 828 469 848">Carl</p> <hr/> <p data-bbox="428 915 1292 979"> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>

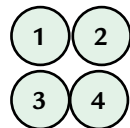
1

Code	Issue	Response
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Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 5/15/13</td> <td data-bbox="857 506 1339 572">INCOMING CALL TIME: 4:40 PM</td> </tr> <tr> <td data-bbox="376 572 857 620">CALLER: DOROTHY CARLSON</td> <td data-bbox="857 572 1339 620">CALLER ADDRESS: 1535 W. PELICAN COURT, CHANDLER, AZ 85286</td> </tr> <tr> <td data-bbox="376 620 857 669">PHONE:</td> <td data-bbox="857 620 1339 669">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support the South Mountain Freeway.</p>	INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 4:40 PM	CALLER: DOROTHY CARLSON	CALLER ADDRESS: 1535 W. PELICAN COURT, CHANDLER, AZ 85286	PHONE:	EMAIL:
INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 4:40 PM						
CALLER: DOROTHY CARLSON	CALLER ADDRESS: 1535 W. PELICAN COURT, CHANDLER, AZ 85286						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: Five Year Program To: ADOT Subject: FW: No Loop 202 Expansion Date: Tuesday, June 11, 2013 9:07:10 AM</p> <hr/> <p>Thank you, Felicia Beltran Senior Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-319-7709 azdot.gov </p> <p>From: Leahjo Carnine [mailto:leahjocarnine@gmail.com] Sent: Sunday, June 09, 2013 4:50 PM To: Five Year Program Subject: No Loop 202 Expansion</p> <p>To whom it may concern, I live in the South Mountain area and am a tax paying, home owning citizen. The expansion of loop 202 is a violation a terrible transportation plan that violates our few remaining parks in the Phoenix area. Furthermore it is a violation of Indigenous land rights in the area. Please consider my input in the Environmental Impact assessment.</p> <p>Leah Carnine 4202 E Vinyard Rd., Phoenix AZ 85042</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>



Code	Issue	Response
1	Purpose and Need, Lack of Support	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Section 4(f) and Section 6(f)	
3	Environmental Justice/Lifestyle	<p>The Draft Environmental Impact Statement describes a decade-long consultation and coordination effort led by the Arizona Department of Transportation and the Federal Highway Administration with the Gila River Indian Community and other Native American tribes. As a result of the consultation, the cultural importance of the South Mountains is acknowledged in the Draft Environmental Impact Statement in several locations, notably page 5-26. The proposed project would accommodate and preserve (to the fullest extent possible from the available alternatives) access to the South Mountains for religious practices.</p> <p>Section 106 of the National Historic Preservation Act requires a government-to-government relationship between the Federal Government and Indian tribes as described beginning on page 4-140 of the Final Environmental Impact Statement. Section 106 requires federal agencies take into account the effects of their undertakings on historic properties and requires consultation with tribal authorities. Consultation has occurred with Gila River Indian Community government officials, the Tribal Historic Preservation Officer, the Cultural Resource Management Program, other tribes, and the State Historic Preservation Office and has led to concurrence from the Gila River Indian Community Tribal Historic Preservation Office and the State Historic Preservation Office on National Register of Historic Places eligibility recommendations (including traditional cultural properties like the South Mountains), project effects, and proposed mitigation and measures to minimize harm. This consultation has been ongoing and will continue until any commitments in a record of decision are completed.</p> <p>The section entitled <i>Title VI and Environmental Justice</i>, beginning on page 4-29 in the Draft Environmental Impact Statement, presents acceptable methods, data, and assumptions to assess the potential for disproportionately high and adverse effects from the proposed action on environmental justice populations and disparate impacts to populations protected under Title VI. Based on the content of the section, no such effects would result from the action alternatives.</p> <p>In light of comments received on the Draft Environmental Impact Statement, the above-referenced conclusions were confirmed in the preparation of the Final Environmental Impact Statement. To provide further clarity, the discussions of environmental justice and Title VI were separated and additional text explaining the relationship of environmental justice and Title VI to various environmental elements was added throughout Chapter 4, <i>Affected Environment, Environmental Consequences, and Mitigation</i>, as exemplified by the inserted text on page 4-29 of the Final Environmental Impact Statement.</p>
4	Alternatives, Gila River Indian Community Alignment	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
1	<p data-bbox="388 338 1336 433">D Carpenter Highway is much needed, I believe it is important to maintain the sovereignty of the Gila river community. Please keep the highway on state land</p> <p data-bbox="808 338 1336 362">Document Created: 5/29/2013 5:07:59 PM by Web Comment Form</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>Victor Carranza Document Created: 6/23/2013 3:10:36 PM by Web Comment Form I am all in favor of the South Mountain Freeway. I moved in to the Ahwatukee area in 1993 and was advised at that time that the freeway was going to be built in ten years. It's now twenty years later and still no freeway. People who bought in the freeway access area did so at their own risk. They were advised as I was or else there was poor planning on their part. Build the freeway. The community needs it. Only 200 community members attended the last meeting in Ahwatukee. That's 200 out of approximately 85,000 residents living in the area who obviously want the freeway built. Thank you.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>Joseph Carreon Document Created: 7/24/2013 4:44:13 PM by Web Comment Form</p> <p>Hello:</p>
1	<p>Please do not build the 202 extension. It is harmful to the planet and our landscape and ourselves. In order for Phoenix to thrive other policies can be supported that have little to do with making more roads. Please do not build the 202 extension. Save our mountain preserve.</p>
2	<p>I disagree that a 202 extension should be built. Current indicators show that traffic will not increase--this is due to technology people will be working from home more often and</p>

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

Code	Comment Document						
	<p data-bbox="376 431 913 479">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 499 1345 691"> <tr> <td data-bbox="376 499 857 570">INCOMING CALL DATE: 5/15/13</td> <td data-bbox="857 499 1345 570">INCOMING CALL TIME: 10:11 AM</td> </tr> <tr> <td data-bbox="376 570 857 641">CALLER: TONY CARRICCI</td> <td data-bbox="857 570 1345 641">CALLER ADDRESS: 1111 WEST BARROW DRIVE, CHANDLER, AZ 85224</td> </tr> <tr> <td data-bbox="376 641 857 691">PHONE:</td> <td data-bbox="857 641 1345 691">EMAIL:</td> </tr> </table> <p data-bbox="376 691 717 717">CALLER REMARKS/QUESTIONS:</p> <p data-bbox="376 717 1187 747">Yes, I support the freeway, but I also would like to see some more light rail expansion.</p>	INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 10:11 AM	CALLER: TONY CARRICCI	CALLER ADDRESS: 1111 WEST BARROW DRIVE, CHANDLER, AZ 85224	PHONE:	EMAIL:
INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 10:11 AM						
CALLER: TONY CARRICCI	CALLER ADDRESS: 1111 WEST BARROW DRIVE, CHANDLER, AZ 85224						
PHONE:	EMAIL:						

1

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

LOOP 202
South Mountain
Freeway Study

Draft Environmental Impact Statement
COMMENT FORM

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

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

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

It is helpful to ADOT to receive comments on:

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

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



1 A legitimate concern is the amount of traffic entering the I-10 from the preferred alternate W59. It will make the bottleneck even worse than it is now at morning commutes. Will another I-10 lane be added to I-10 E and W?

2 The Baseline Rd. entrance route to W59 is another concern. Heading west from 51st Ave. Baseline merges into one lane. Will Baseline be expanded?

Optional
Name Mary Carroll Email mcarroll8@g.com
Address 73045.29 Ln
City Phx State AZ Zip 85041
Phone _____ Fax _____

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

ADOT TRACS No.: 202L MA 054 HS764 01L • Federal-aid Project No.: NH-202-D(ADP) 13-150

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway



Code	Issue	Response
1	Design	Construction of the proposed freeway would include widening along Interstate 10 to facilitate entrance and egress of vehicles between the two freeways. Additional information related to the Interstate 10 modifications can be found in Figure 3-26 on page 3-49 and Figure 3-29 on page 3-53 of the Final Environmental Impact Statement. The design of the connection to Interstate 10 and the widening along Interstate 10 were developed in accordance with the Federal Highway Administration's Interstate System Access Informational Guide and has received an initial determination of operational and engineering acceptability from the Federal Highway Administration.
2	Traffic	Traffic interchanges (on- and off-ramps) would be located at Van Buren Street, Buckeye Road, Lower Buckeye Road, Broadway Road, Southern Avenue, Baseline Road, Dobbins Road, Elliot Road, 51st Avenue, 17th Avenue, Desert Foothills Parkway, 24th Street, and 40th Street. In the immediate area of the interchanges, the crossroads would be widened to their ultimate lane configuration based on the City of Phoenix General Plan. Adjacent improvements such as signals and road widening would be the responsibility of the City of Phoenix.

Code	Comment Document
<p>1</p> <p>2</p>	<p>From: Projects To: ADOT Subject: FW: South Mountain Freeway Date: Monday, July 15, 2013 8:04:27 AM</p> <hr/> <p>Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov</p> <p>-----Original Message----- From: Linda Carroll [mailto:gorda1148@gmail.com] On Behalf Of Sue Carroll Sent: Saturday, July 13, 2013 1:59 PM To: Projects Subject: South Mountain Freeway</p> <p>My husband and I live in the Sunrise subdivision in the foothills. We often walk through the desert and have seen some beautiful petroglyphs on the first of the three areas that will be destroyed if the freeway is built. The petroglyphs are just off the well worn trail and easily visible. We have not explored higher up but would not be surprised if there are not more. Do you take these ancient petroglyphs into consideration when making your decision? It seems a sad thing to destroy our history just to build roads.</p> <p>My hope is that ADOT and the Indian Community will agree on the alignment a half mile south that will spare not only hundreds of homes but also those ancient petroglyphs. Thank you for the opportunity to voice my opinion. Linda Carroll 2804 W. Ashurst Dr. Phoenix, AZ 85045</p> <hr/> <p>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</p>

Code	Issue	Response
1	Cultural Resources	The freeway alternatives were surveyed for archaeological sites, which include petroglyphs (rock art). The archaeological survey documented several petroglyph locations. Subsequently, the freeway alternatives were redesigned to avoid the petroglyph sites. No petroglyphs would be destroyed by implementation of the proposed freeway. Because right-of-way fencing would limit access from the proposed freeway, damage to petroglyph sites would not be facilitated (see Final Environmental Impact Statement pages 4-151 and 4-172).
2	Alternatives, Gila River Indian Community Alignment	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
<p>1</p>	<p>Nicole Carson Document Created: 5/20/2013 5:11:03 PM by Web Comment Form How can I find out if my house is in the path of development and part of the plan for residential displacement?</p>

Code	Issue	Response
<p>1</p>	<p>Acquisitions and Relocations</p>	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix. Aerial maps are available through the hearing available on the project Web site: <azdot.gov/southmountainfreeway>.</p>

Code	Comment Document
1	<div data-bbox="413 429 1299 574"> <p>From: Projects To: ADOT Subject: FW: Build the South Mountain Freeway Date: Tuesday, May 14, 2013 9:36:46 AM Attachments: dd26a0.png image1b5fa.PNG</p> </div> <hr/> <div data-bbox="413 651 1299 768"> <p>From: Rebecca Carter [mailto:rcarter@wirc.co] Sent: Monday, May 13, 2013 7:09 AM To: Projects Cc: info@buildthe202.com Subject: Build the South Mountain Freeway</p> </div> <p data-bbox="413 788 1299 905">I am in full support of building the 202 South Mountain Freeway, I do not understand why anyone would oppose such a needed relief for our freeway system. Our freeways are just getting way to congested and we need more roadways to elevate that problem.</p> <div data-bbox="413 949 615 1135">  </div> <p data-bbox="413 1135 1299 1171">Rebecca Carter Human Resources Manager</p> <p data-bbox="413 1195 1299 1288">Western Industrial Resources Corporation 3640 South Cactus Road Apache Junction, Arizona 85119-9200</p> <p data-bbox="413 1312 1299 1348">480-396-7404(O), 480-396-7405(F), 480-505-5310(D)</p> <div data-bbox="413 1372 817 1433">  Visit our Website </div> <p data-bbox="413 1447 1299 1514"><small>This message is confidential. It may also be privileged or otherwise protected by work product immunity or other legal rules. If you have received it by mistake, please let us know by e-mail reply and delete it from your system; you may not copy this message or disclose its contents to anyone. Please send us by fax any message containing deadlines as incoming e-mails are not screened for response deadlines. The integrity and security of this message cannot be guaranteed on the Internet.</small></p> <hr/> <p data-bbox="413 1594 1299 1661"><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 05/13/13</td> <td data-bbox="857 506 1339 572">INCOMING CALL TIME: 2:38 PM</td> </tr> <tr> <td data-bbox="376 572 857 620">CALLER: FRANK CARTER</td> <td data-bbox="857 572 1339 620">CALLER ADDRESS: 1686 E. CAROB DRIVE, CHANDLER, AZ 85286</td> </tr> <tr> <td data-bbox="376 620 857 669">PHONE: 480-802-4379</td> <td data-bbox="857 620 1339 669">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I fully support this venture. I hope it can move forward as soon as possible.</p>	INCOMING CALL DATE: 05/13/13	INCOMING CALL TIME: 2:38 PM	CALLER: FRANK CARTER	CALLER ADDRESS: 1686 E. CAROB DRIVE, CHANDLER, AZ 85286	PHONE: 480-802-4379	EMAIL:
INCOMING CALL DATE: 05/13/13	INCOMING CALL TIME: 2:38 PM						
CALLER: FRANK CARTER	CALLER ADDRESS: 1686 E. CAROB DRIVE, CHANDLER, AZ 85286						
PHONE: 480-802-4379	EMAIL:						

Code	Issue	Response
1		Comment noted.

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

INCOMING CALL DATE: 6/11/13	INCOMING CALL TIME: 4:26 PM
CALLER MARY ANN CASE	CALLER ADDRESS: 9449 W. MORROW DRIVE, PEORIA, ARIZONA 85382
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

I do support building of the South Mountain Freeway. Thank you.

1

Code	Issue	Response
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1		Comment noted.
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Code	Comment Document
1	<p>Alice Casson Document Created: 5/24/2013 5:00:59 PM by Web Comment Form</p>
2	<p>A major thoroughfare is not an appropriate use of government owned, public used land. The air quality alone would seem to be reason enough for such a project. Adding car pollution and the public disregard of littering and loitering would only worsen the atmosphere already stressed. We are intended to be caregivers of the land - NOT users and destroyers. Please reconsider and find another way.</p>

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

Code	Comment Document
1	<p>Andre Castaneda Document Created: 5/21/2013 3:44:04 PM by Web Comment Form</p> <p>The research provided seems to be the best alternative to build freeway in the proposed locations. I'm in favor of the proposed freeway as an Ahwatukee resident.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
4257	<p>1 speakers with respect. Please refrain from clapping 2 or booing or whatever you might feel to do, out of 3 respect to the people who have an opinion and 4 comments as they address the panel.</p> <p>5 So as soon as we get a new name on the 6 list, we'll call that person and we will continue. 7 Thank you.</p> <p>8 Patrick Castle. Mr. Castle, could you use 9 the microphone on this side here, please. Thank you.</p> <p>10 Mr. Castle, you have a three-minute time 11 period; you'll notice the timer right here.</p> <p>12 MR. CASTLE: Okay. Great.</p> <p>13 THE FACILITATOR: Begin, please.</p> <p>14 MR. CASTLE: Thank you very much today for 15 the opportunity. I just want to give a bit of 16 anecdotal observation and evidence of what a freeway 17 can do for enriching the fabric of the community, 18 enriching the home values, enriching the cultural 19 values. We currently live in Laveen where we've 20 experienced growth of the community and quality of 21 homes and we feel it's poised to expand; however, the 22 lack of a freeway currently we see as one of the 23 issues that's holding that back. One of our prior 24 homes, though, we lived in an area that's 25 approximately Cactus and where Highway 51 currently</p> <p style="text-align: right;">Page 78</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>1 is, and we lived there over 20 years ago, prior to 2 the completion of Highway 51. So we lived during the 3 building of Highway 51, we experienced the opening of 4 that, and what we saw was an enrichment of the 5 community far beyond our expectations. It enriched 6 the school systems, the quality of the housing, the 7 number of businesses then that were able to step up 8 and see the opportunity to go into that community. 9 And so just from, again, an anecdotal, our 10 own personal experience, we've seen the impact of the 11 freeway, which, you know, we thought at the time, 12 great, we'll have better access, but we didn't really 13 anticipate the powerful impact it had in all aspects 14 of that area. So we're just now seeing now the 15 planned 202 extension in Laveen where we currently 16 live as being a very similar opportunity, that the 17 community is poised to expand in both commercial and 18 in cultural ways that I think will be far beyond the 19 expectations of the folks that are even pro the 20 extension at this point. 21 That's all I have. Thank you. 22 THE FACILITATOR: Thank you, sir. 23 Those of you who just entered the room, if 24 you're planning on speaking, please make sure that 25 you register at the registration desk out front.</p>
	<p style="text-align: right;">Page 79</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
<p>1</p>	<p>1 that is now Highway 51 -- we lived there over 20 years ago 2 prior to the Highway 51 expansion -- was that not only did 3 it resolve many of the crowded freeway situations and the 4 transportation impact, but it also enriched the quality of 5 life way beyond our expectations. 6 And so we lived through the building of 7 Highway 51. We were approximately at Cactus and the 51, 8 where our house was. And that wasn't really a problem, 9 the building phase. But once the freeway was done, we 10 found that the business and cultural opportunities just 11 really took off at that point because of access. 12 We now live in Laveen where we see a very similar 13 circumstance and where the community has experienced a lot 14 of growth in the last five, ten years. But because of a 15 lack of a freeway, there's been reticence for many 16 businesses to come in and really serve the community, and 17 the commute for many of the folks is more than they would 18 like. 19 So once that freeway is completed, we'll see not 20 only expansion of businesses but also the expansion of the 21 housing areas and the enrichment of the area, which I 22 think is going to be way beyond the expectations of the 23 folks that are proposing it, similar to the situation we 24 experienced when Highway 51 was completed when that 25 enriched the area far beyond expectations.</p> <p style="text-align: right;">Page 8</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
<p>1</p>		<p>Comment noted.</p>

Code	Comment Document
	<p>1 Thank you.</p> <p>2</p> <p>3 * * *</p> <p>4</p> <p>5 MS. KIMMICK: Debbie, Kimmick, K-i-m-m-i-c-k.</p> <p>6 I live on 59th Avenue and Broadway, and I'm</p> <p>7 concerned about the alternate route or the proposed route.</p> <p>8 It's going to knock off my access heading north because</p> <p>9 that's turning into an access road, and I'm concerned that</p> <p>10 it's cutting my neighborhood in half.</p> <p>11 So my concerns with it being there would be the</p> <p>12 noise, the air pollution, the extra congestion. I feel</p> <p>13 that it would be better if they went and connected it to</p> <p>14 the 101 instead of the 59th route.</p> <p>15 I'm going to keep it that simple.</p> <p>16</p> <p>17 * * *</p> <p>18</p> <p>19 MR. KIMMICK: My name is Galen, G-a-l-e-n,</p> <p>20 Kimmick, K-i-m-m-i-c-k, and I live at 59th Avenue and</p> <p>21 Wood.</p> <p>22 I have several concerns about this project and</p> <p>23 the noise it's going to create, the air pollution that I</p> <p>24 believe it's going to create in my neighborhood that I</p> <p>25 don't have now. I believe there's a better alternative by</p>
	<p style="text-align: right;">Page 9</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
<p>1</p> <p>2</p>	<p style="text-align: right;">Document Created: 5/20/2013 1:14:17 PM by Web Comment Form</p> <p>To Whom It May Concern,</p> <p>I am writing to express my thought on the proposed loop 202 and 59th Avenue Route. My husband, family members, friends and I have voted for approval on the original route when it was first drafted and put on the ballot. Many of us bought our homes in this area with the knowledge that we would be able to access Awhatukee, Chandler and Tempe area by that route to get to work. I have always lived in the southwest valley and worked in the east valley it is a shame that they now they want to change the route. I hate to think of what it will do to our home values and what homes and businesses will have to be destroyed for the alternative routes. I know that this area is not a very affluent one, but it really irritates me that this area is always the last to get any type of expansion of transportation services.</p> <p>Thank You Joanna Castro</p>

Code	Issue	Response
1	Alternatives, W59 Alternative Versus W101 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix. The Preferred Alternative, W59 and E1 Alternatives, closely follows the original alignment adopted in 1988.
2	Acquisitions and Relocations	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: Regarding South Mnt Freeway Loop Date: Monday, July 22, 2013 8:47:03 AM</p> <hr/> <p>FYI</p> <p>From: Elizabeth Cazan [mailto:ecazan@gmail.com] Sent: Sunday, July 21, 2013 11:47 AM To: Projects Subject: Regarding South Mnt Freeway Loop</p> <p>To Whom it Concerns,</p> <p>As a native of Tempe Arizona (59 years) and homeowner in the Ahwatukee Foothills (21 years) I offer my opinion and feeling on the issues and concerns regarding the proposed South Mountain Freeway. I have and will continue to be COMPLETELY OPPOSED to the freeway being installed along Pecos Road!</p> <p>1 I would be in agreement to a South Mountain Freeway Loop being installed about 1/4 mile South of Pecos and parallel to Pecos, on the Gila Indian Reservation ... with some condition, and that would be that the plan is useful and agreeable with a fair vote, to the Gila Indian Tribe.</p> <p>2 I have followed and engaged in the issues and meetings surrounding the need for a S.M. Loop, for the past 21 years. A more recent suggestion is to have NO FREEWAY/NO ACTION/NO BUILD on or near Pecos but rather to have a truck by-pass route improved and connected to the outer region of Highway 85 and Gila Bend.</p> <p>If an agreement cannot be made for a loop on the Gila Reservation then my vote is for improving and expanding on the outer loop connection to/through highway 85 and Gila Bend.</p> <p>-Respectfully, Elizabeth F. Cazan 480-734-7353 ecazan@gmail.com</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

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

Code	Comment Document
1	<p>From: Projects To: ADOT Subject: FW: Say no to the Loop-202 Extension Date: Wednesday, May 22, 2013 10:48:24 AM</p> <hr/> <p>From: Scott Cecil [mailto:scottbcecil@gmail.com] Sent: Tuesday, May 21, 2013 7:42 PM To: Projects Subject: Say no to the Loop-202 Extension</p> <p>PEOPLE OF THE GREATER PHOENIX AREA: If you are opposed to the construction of the Loop-202 freeway expansion, please take the time to submit a public comment to projects@az.gov. Here is mine:</p> <p>Once again, the moral callousness of eco-apartheid is rearing its ugly head in the Valley of the Sun. The Phoenix, Arizona greater metropolitan area, with its unsustainable urban sprawl, unchecked growth, rampant destruction of finite natural resources and wildlife habitats, and the most industrially polluted zip-code in the country, was recently cited as "The World's Least Sustainable City". As is the case with every major city In the United States, most of the negative externalities that are associated with these ecological crises are disproportionately dumped on the doorsteps of oppressed and subjugated populations. The proposed Loop-202 extension is yet one more chapter in the devastatingly sad and brutally savage story of cultural eradication of the indigenous peoples of this valley, who have lived here for hundreds of years. The expansionist eco-philosophy of our American culture has a total disregard for the fact that this land is sacred to the native peoples who still live here and rightfully call this land their home. Many others have commented today about the questionable, outdated and often inaccurate information provided in the environmental impact report for this project. Thusly, I feel it is imperative to focus on the cultural, ecological and spiritual rape that this freeway would commit on the peoples of the Gila River Indian Community. It would be extremely unwise, unfair and unjust to continue the failed model of perpetual growth that we have taken in and around Phoenix. Enough is enough. The line must be drawn here, this far and no farther. The only way that we can ever even begin to heal this land and the people whose culture we have systematically destroyed is to stop now and reverse the trend. Please do not build this freeway.</p> <p>Scott B Cecil Chandler, AZ</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>
2	

Code	Issue	Response
1	Cultural Resources	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Purpose and Need, Old Plan or Use of Old Data	

Code	Comment Document
	<p>4371</p> <p>1 Dale Huish; may have just registered. 2 Dale Huish. Did I pronounce that right, sir? 3 MR. HUIISH: That's correct. 4 THE FACILITATOR: Sir, this isn't a -- 5 MR. HUIISH: I'm sorry. 6 THE FACILITATOR: That's okay. You're welcome 7 to provide your comments, we just don't have a 8 Q-and-A-type environment. 9 Thank you, sir. 10 Stephanie Hurd. 11 As soon as we finish with Stephanie, we're going 12 to change the panel out and take a break. 13 So if you're ready, she can come up to this 14 microphone and get ready to speak. 15 MS. HURD: So can I go? 16 THE FACILITATOR: The panel's fine with that. 17 Gina Cernohous. 18 MS. CERNOHOUS: Yep, that's me. I just moved 19 here, I've had my house in Laveen for a couple months. 20 I'm a contract graphic designer. I chose Laveen because 21 I like the -- kind of the farm, open area, but I 22 strongly, strongly support the freeway, just so it'll 23 connect us to the rest of the city. I sympathize with 24 the people who are against it, but the urban sprawl is 25 there and we need the freeway to eliminate just the</p> <p style="text-align: right;">Page 28</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>1 terrible traffic. I'm sure I'm also like a lot of people 2 that I live in Laveen and we have very few businesses, 3 people have to go outside of the city, and I would love 4 the freeway to enable businesses and encourage businesses 5 to move into Laveen and get the traffic so people will 6 stop spending their money elsewhere, so that's why I 7 support it.</p> <p>8 I think we can't go back in time, the houses are 9 there, the people are there, and the freeway needs to be 10 there, so I strongly support it and I really hope that 11 you do too. Thanks.</p> <p>12 THE FACILITATOR: Thank you. We're going to 13 take a ten-minute break to change out the panel. When 14 the ten-minute period is over, Ana Morago, if you're here 15 we'll take you at that point. Thank you, panelists.</p> <p>16 (The proceeding was at recess from 12:02 p.m. to 17 12:13 p.m.)</p> <p>18 THE FACILITATOR: Good afternoon, everybody. 19 May we begin again, please. We have a new panel I'd like 20 to introduce up here. We have Matthew Burdick from ADOT, 21 Randy Everett from Federal Highways, and we have Trent 22 Kelso from ADOT.</p> <p>23 May I please ask Ana Morago to come up and 24 please come up to this microphone.</p> <p>25 Lisa Doromal.</p>
	<p style="text-align: right;">Page 29</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
1	<p>Tony Cesarano Document Created: 6/27/2013 9:45:42 AM by Web Comment Form</p> <p>I travel the entire Valley every week for work. Please accept this email as a strong YES to move forward with the South Mountain Freeway. If in your studies the 59th Ave. corridor was the best option than please start this process as soon as possible.</p> <p>In my opinion the further we delay the project- cost rise. Land today is at a fair price, in a few years that will not be the case.</p> <p>Finally - biggest impact is on the Broadway curve it is very overloaded today, this freeway will take pressure off of that area.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>From: Projects To: ADOT Subject: FW: South Mountain Draft Environmental Impact Statement now available Date: Tuesday, April 30, 2013 8:54:10 AM</p> <hr/> <p>From: Yesenia Chacon [mailto:ychacon@ejmdevelopment.com] Sent: Friday, April 26, 2013 10:22 AM To: Projects Subject: FW: South Mountain Draft Environmental Impact Statement now available</p> <p>Hi, I am a resident of South Phoenix, living close to South Mountain and I'm interested in receiving a draft route plan (pdf) of the proposed freeway. I am excited about this development as it will facilitate traveling from our part of town to other areas of the valley. Is the plan available on-line?</p> <p>Thank you in advance!</p> <p>Best,</p> <p>Yesenia Chacon EJM DEVELOPMENT CO. 7419 E. Helm Drive, Suite E Scottsdale, AZ 85260 480.948.7880 ext. 122 480.948.8051 www.ejmdevelopment.com</p> <hr/> <p>From: Arizona Department of Transportation [mailto:adot@service.govdelivery.com] Sent: Friday, April 26, 2013 10:09 AM To: Yesenia Chacon Subject: South Mountain Draft Environmental Impact Statement now available</p> <div style="background-color: #003366; width: 200px; height: 15px; margin-bottom: 10px;"></div> <div style="border: 1px solid black; width: 150px; height: 15px; margin-bottom: 10px;"></div> <div style="border: 1px solid black; width: 150px; height: 15px; margin-bottom: 10px;"></div> <div style="border: 1px solid black; width: 150px; height: 15px; margin-bottom: 10px;"></div> <div style="border: 1px solid black; width: 150px; height: 15px; margin-bottom: 10px;"></div> <div style="border: 1px solid black; width: 150px; height: 15px; margin-bottom: 10px;"></div> <p>South Mountain Draft Environmental Impact Statement Now Available</p> <p>PHOENIX – The Arizona Department of Transportation and the Federal Highway</p>

Code	Issue	Response
1	Public Involvement	Aerial maps and other study materials are available on the project Web site: < azdot.gov/southmountainfreeway >.

Code	Comment Document
	<p>Administration today released the Draft Environmental Impact Statement (EIS) for the proposed South Mountain Freeway. This release launches a 90-day public comment period.</p> <p>The draft environmental document can be found on the project website — azdot.gov/SouthMountainFreeway — and at the following locations in the community:</p> <ul style="list-style-type: none"> • Phoenix Public Library – Ironwood Branch, 4333 E. Chandler Blvd., Phoenix • Phoenix Public Library – Burton Barr Central Library, 1221 N. Central Ave., Phoenix • FedEx Office Print and Ship Center, 4940 E. Ray Road, Phoenix • Sam Garcia Western Avenue Library, 495 E. Western Ave., Avondale • Tolleson Public Library, 9555 W. Van Buren St., Tolleson • ADOT Environmental Planning Group, 1611 W. Jackson St., Phoenix (call 602.712.7767 for appointment) <p>The document covers potential impacts from building or not building a freeway, coordination with the Gila River Indian Community, purpose and need for a new freeway, alternatives studied and public outreach efforts since the study was launched in 2001.</p> <p>To provide input during the 90-day public comment period, you can participate in the following ways:</p> <ul style="list-style-type: none"> • Attend a public hearing on May 21 from 10 a.m. to 8 p.m. at the Phoenix Convention Center • Email projects@azdot.gov • Submit comments at azdot.gov/SouthMountainFreeway • Call 602.712.7006 • Mail comments to the South Mountain Study Team, 1655 W. Jackson St. MD 126F, Phoenix, AZ 85007 <p>All public comments must be submitted by July 24.</p> <p>The project’s study team will incorporate input gained from comments to produce the final environmental impact statement, which will have a 60-day public review period. A record of decision is expected in 2014.</p> <p>Construction of the South Mountain Freeway, if approved, could begin as soon as 2015. The eight-lane freeway would run from I-10 in the West Valley along 59th Avenue, cut across the southwest corner of South Mountain Park and connect with Pecos Road on the south side of Ahwatukee to connect with I-10 and the Loop 202 Santan Freeway.</p>

Code	Issue	Response

Code	Comment Document
1	<p>1 MR. CHADDERTON: I moved to Ahwatukee in '77 and 2 started doing real estate then. And what I was telling them 3 is, when I used to hike South Mountain, it was quiet and 4 serene. Now, if you hike it, you can hear the diesel noise on 5 I-10. And my house, I live on the golf course. Now, at 4:00 6 in the morning, I hear diesel and noise, even though they have 7 the abatement wall.</p> <p>8 In 1988 I worked on the CAC, Citizens' Advisory 9 Committee, to master-plan South Mountain Park, for 22 months. 10 I learned a lot about it. And I'm just concerned that putting 11 that in is going to -- I was told that, whenever you put a road 12 in, it affects the habitat for a one-mile corridor. So that's 13 my concern.</p> <p>14 The other thing is South Mountain was given to the 15 City under a patent through the BLM, the Bureau of Land 16 Management. And I'm wondering if they would have a problem if 17 they want to cut into South Mountain. And I don't think 18 they've looked into that, either.</p> <p>19 But I'm just worried about pollution and noise. I 20 think it's going to be a big factor that's going to affect all 21 of Ahwatukee.</p> <p>22 I think it would be neat if Pecos continued, as is, 23 as a two-lane blacktop with lights, to 51st. And if they 24 found -- could do an alternate truck route for the south, so 25 that the trucks -- you know, let the local traffic get around</p>
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Code	Issue	Response
1	Noise	Noise barriers are designed to provide a substantial reduction in noise levels along freeways, but do not and cannot eliminate noise from passing into nearby neighborhoods. Just because noise can be heard does not mean that noise barriers are ineffective. Even at the levels considered "acceptable" by the Arizona Department of Transportation Noise Abatement Policy and Federal Highway Administration regulations, noise is still readily audible and can be heard for some distance from the freeway.
2	Biology, Plants, and Wildlife	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix. The history of the Phoenix South Mountain Park/Preserve, including information related to the conveyance of land from the Bureau of Land Management to the City of Phoenix, is presented in the Draft Environmental Impact Statement on page 5-25.
4	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Noise	
6	Alternatives	The Gila River Indian Community has not allowed the project team to consider alignments on its land, so extending Pecos Road to 51st Avenue is not feasible. In addition, in the best-case scenario, a parkway would carry approximately 105,000 vehicles per day, well below the average daily traffic on the proposed freeway, which would range from 117,000 to 190,000 vehicles per day (see Final Environmental Impact Statement page 3-19). As a result, the Arizona Parkway would lack sufficient capacity to meet projected travel demand. The Arizona Parkway would not adequately address the projected transportation system capacity deficiency, would not remove a sufficient amount of traffic from arterial streets, and, therefore, would not meet the project's purpose and need. For these reasons, the Arizona Parkway was eliminated from further consideration.

Code	Comment Document
	<div data-bbox="450 393 1339 1657" style="border: 1px solid black; padding: 10px;"> <p>1 but keep the trucks further south, so that we won't have to 2 deal with so much pollution. That's my two cents. 3 I started the Chamber of Commerce in Ahwatukee and 4 am the founding charter president of the Ahwatukee Chamber. 5 And, as I said, I was on the Citizens' Advisory Committee to 6 master-plan South Mountain Park back in '88, so I think that 7 that makes me familiar with the area. 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25</p> </div> <p style="text-align: right;">Page 6</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: Eastern Alternative Proposed 202 Route Date: Tuesday, May 14, 2013 9:49:16 AM</p> <hr/> <p>-----Original Message----- From: Nitrogenfixx [mailto:nitrogenfixx@cox.net] Sent: Saturday, May 04, 2013 5:59 PM To: Projects Subject: Eastern Alternative Proposed 202 Route</p> <p>Dear Mayor Stanton and Freeway Engineers;</p> <p>I am a cyclist and utilize riding my bike on Pecos Rd. a couple times weekly, and have done since 2002..... It is wonderful! Wide bike lanes, very few stop lights, and goes from 49th St. west into the new housing development to about 27th avenue..... Yea!!!! Nice long pretty safe road.</p> <p>Arizona Senior Olympics anual events have been located there for years: Cycling, Inline roller blade, and running races all utilize Pecos Road for two mornings early in March. There is ample parking off 40th St., Phoenix police keep traffic off Pecos for the races duration, and it has been a wonderful attraction for both in and out-of-state competitors....</p> <p>1 Question: What will happen to the Pecos Rd. bicycle lanes? How can cyclists be safe on traffic filled frontage roads? We don't need more cyclist's deaths, and we DO need all the safe roads with bike lanes we presently have.</p> <p>2 3 Question: What will happen to the beautiful new homes on the western end of Pecos which may be mere feet from a noisy freeway????</p> <p>4 Question: Could the 202 Eastern leg follow Riggs Road further south, and connect with I-10 on the western edge of South Mountain???? I have ridden that route many times, and there are essentially no homes to bother, and plenty of room to build.</p> <p>Thank you in advance for your attention to my concerns (and those of MANY cyclists too).</p> <p>Sincerely, Ann Chadwick, Phoenix Metro Bicycle Club Strada Racing Club</p> <hr/> <p>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</p>

Code	Issue	Response
1	Traffic	The study has considered concepts for parallel multiuse paths; however, the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.
2	Neighborhoods/Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
3	Neighborhoods/Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement beginning on page 4-91).
4	Alternatives	<p>A Riggs Road Alternative was considered. It would replace 51st Avenue south of its connection to Interstate 10 (Papago Freeway) for approximately 21 miles. It would then replace approximately 4 miles of Beltline Road in an easterly direction. At the Riggs Road/State Route 347 intersection, the alternative would replace approximately 3 miles of Riggs Road before connecting to Interstate 10 (Maricopa Freeway) (see Final Environmental Impact Statement page 3-9). While the Riggs Road Alternative would serve regional mobility needs, particularly of those living in the Maricopa area, meeting this travel demand would not address specific planning goals for an integrated regional transportation network. The <i>Regional Transportation Plan</i> identifies the proposed South Mountain Freeway as a critical link in the Regional Freeway and Highway System. The Riggs Road Alternative would not complete the Phoenix metropolitan area's loop system as part of State Route 202L, thereby causing substantial out-of-direction travel for motorists. Therefore, the Riggs Road Alternative would not meet the project's purpose and need criteria and was eliminated from further study.</p> <p>In addition, nearly two-thirds of any alternative using Riggs Road would be on Gila River Indian Community land. Tribal sovereignty is based in the inherent authority of Native American tribes to govern themselves. While this notion of sovereignty is manifested in many areas, generally Native American land is held in trust by the United States. Native American communities have the authority to regulate land uses and activities on their lands. States have very limited authority over activities within tribal land (see page 2-1 of the Final Environmental Impact Statement). From a practical standpoint, this means that the Arizona Department of Transportation and Federal Highway Administration do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or condemn tribal land for public benefit through an eminent domain process.</p>

Code	Comment Document
	<p>Donna Chamberlain</p> <p style="text-align: right;">Document Created: 7/24/2013 7:38:39 PM by Web Comment Form</p> <p>1 The proposed freeway should not be built. Have you thought of the impact on several schools on Liberty Lane up and down Pecos Rd. The lost lives of high school drivers using this to exit and enter the school will be on ADOT. You don't have to ramrod this idea down the throat of all who live out here. Not to mention the fact we don't have enough mountains in Phoenix and you want to destroy part of it. I never thought our own people that live in this state or county would even consider it. Think of something useful to waste 1.9 billion on. I would rather have my money and live peacefully.</p> <p>2</p> <p>3</p> <p>4</p>

Code	Issue	Response
1	Traffic	The study considered local travel for residents including those attending schools near the freeway. In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the freeway on the local street system. The City study found no adverse effects on the local street system from the proposed freeway (see Appendix 3-1 in the Final Environmental Impact Statement). Schools will continue to be accessed using the local street system.
2	Neighborhoods/Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement beginning on page 4-91).
3	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
4	Purpose and Need, Lack of Support	

Code	Comment Document
1	<p data-bbox="428 445 826 526"> From: Projects To: ADOT Subject: FW: Build the South Mountain Freeway Date: Tuesday, May 14, 2013 9:38:25 AM </p> <hr/> <p data-bbox="428 620 904 727"> From: Paul Chapman [mailto:pwchapman3@yahoo.com] Sent: Saturday, May 11, 2013 11:22 PM To: Projects Cc: info@buildthe202.com Subject: Build the South Mountain Freeway </p> <p data-bbox="428 753 811 778">Build the 202 South Mountain freeway</p> <p data-bbox="428 808 578 832">Paul Chapman</p> <hr/> <p data-bbox="428 899 1292 963"> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>Adrien Chapman Document Created: 6/14/2013 6:01:11 PM by Web Comment Form</p> <p>The South Mountain Freeway is desperately needed. As a resident of Laveen, I fear without freeway access my neighborhood will not fully flourish. Easier access to other cities in the valley will bring more income to the area and better economic growth. With the growth in population projected, the freeway would help reduce commute times and decrease traffic congestion. Less cars on residential streets and reduced time on freeways would help decrease pollution in the valley as well.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="366 504 857 572">INCOMING CALL DATE: 5/20/13</td> <td data-bbox="857 504 1342 572">INCOMING CALL TIME: 2:31 PM</td> </tr> <tr> <td data-bbox="366 572 857 620">CALLER: KIP CHARLTON</td> <td data-bbox="857 572 1342 620">CALLER ADDRESS: 4040 N. 58TH STREET, PHOENIX, ARIZONA 85018</td> </tr> <tr> <td data-bbox="366 620 857 669">PHONE: 480-703-5919</td> <td data-bbox="857 620 1342 669">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I'm calling in support of the South Mountain freeway. You can reach me at...Thank you.</p>	INCOMING CALL DATE: 5/20/13	INCOMING CALL TIME: 2:31 PM	CALLER: KIP CHARLTON	CALLER ADDRESS: 4040 N. 58 TH STREET, PHOENIX, ARIZONA 85018	PHONE: 480-703-5919	EMAIL:
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PHONE: 480-703-5919	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 570">INCOMING CALL DATE: 6/11/13</td> <td data-bbox="857 506 1345 570">INCOMING CALL TIME: 4:08 PM</td> </tr> <tr> <td data-bbox="376 570 857 643">CALLER MICHAEL CHARLTON</td> <td data-bbox="857 570 1345 643">CALLER ADDRESS: 169011 W. DESERT MIRAGE DRIVE, SURPRISE, ARIZONA</td> </tr> <tr> <td data-bbox="376 643 857 691">PHONE:</td> <td data-bbox="857 643 1345 691">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: Yes, I do support that freeway being built. Having lived on both sides of the valley, it will be a great help. Bye.</p>	INCOMING CALL DATE: 6/11/13	INCOMING CALL TIME: 4:08 PM	CALLER MICHAEL CHARLTON	CALLER ADDRESS: 169011 W. DESERT MIRAGE DRIVE, SURPRISE, ARIZONA	PHONE:	EMAIL:
INCOMING CALL DATE: 6/11/13	INCOMING CALL TIME: 4:08 PM						
CALLER MICHAEL CHARLTON	CALLER ADDRESS: 169011 W. DESERT MIRAGE DRIVE, SURPRISE, ARIZONA						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>1 MS. CHASE: I'll start out by saying I'm angry. I 2 am angry because I came here to have something to say about 3 this, to the State of Arizona and to the people. And now I 4 find out, when I get here, I can't say anything.</p> <p>5 Well, I'm just now pointing out that all I can talk 6 to is a court reporter. I can't even talk -- And that's not 7 what the paper said. The paper said that -- The paper said 8 there was going to be another meeting here, for public -- for 9 public opinion. Well, that's what I'm here for.</p> <p>10 I'm not here to talk to a court reporter. I'm not 11 here to talk to the State of Arizona. I'm here to talk about 12 this issue to the people that are involved: community members; 13 Pangaea, who wants to do this thing. What for? And to the 14 State of Arizona.</p> <p>15 The Government gave us this land, this reservation, 16 for our benefit, for our use. The State of Arizona aren't 17 Indians. Go on the other side of the boundary. Put your 18 freeway on the other side of the boundary.</p> <p>19 Yeah, well, you can just listen to what I've got to 20 say here, being I can't talk to anybody.</p> <p>21 That's wrong, doing it, because that's tyranny, 22 that you're going to tell us what you're going to do but you 23 don't want -- you don't want us to tell you what we think about 24 it except to a court reporter?</p> <p>25 I want to talk to the people. I want to be able to</p>

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

Code	Comment Document
2	<p>1 get my ideas and what I think about this thing to the people. 2 That's the whole purpose of the meeting, as to whether they're 3 going to build the freeway or not. How are you going to build 4 the freeway when you don't know what we think about it, except 5 on paper? 6 I'm not here to talk to you. 7 And that's wrong. That's not Indian way. That's 8 another thing that I'm talking about, wanting to talk about, is 9 Indian way. We have our way, our traditions, our culture. And 10 you people, you Americans, we call you Americans. You 11 Americans, you don't know Indian way. 12 Well, I'm here to tell you what Indian way is. And 13 Indian way is still here on the reservation. It's alive and 14 kicking. 15 And Pangaea wants to build this freeway on there, 16 and they're not even -- I called and found out, they don't even 17 have any exit. What is it? 22 miles, that freeway is going to 18 run? There aren't even any exits on the reservation. 19 And Pangaea wants to bring industry and business? 20 How are they going to bring industry and business to the 21 freeway when there's no exits? 22 The exit is going to be at 59th Avenue, 23 off-reservation. All the State wants to do is put a road in 24 here, for your convenience. 25 And the paper said that this is not going to be</p>
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Page 4	
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Code	Issue	Response
2	Cultural Resources	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Alternatives	Federal law prohibits the denial of access to any community. Thus, traffic interchanges would be located along the freeway where it borders the Gila River Indian Community (see Final Environmental Impact Statement page 3-51). Roadway connections on Gila River Indian Community land to the traffic interchanges would be the responsibility of the Gila River Indian Community, in coordination with appropriate jurisdictions.
4	Design	The interchange locations for the proposed freeway are (see Figure 3-28, on Draft Environmental Impact Statement page 3-51): <ul style="list-style-type: none"> • Interstate 10 (Maricopa Freeway)/State Route 202L Traffic Interchange • 40th Street • 24th Street • Desert Foothills Parkway • 17th Avenue • 51st Avenue • Elliot Road • Dobbins Road • Baseline Road • Southern Avenue • Broadway Road • Lower Buckeye Road • Buckeye Road • Van Buren Street • Interstate 10 (Papago Freeway)/State Route 202L Traffic Interchange

Code	Comment Document
5	<p>1 harmful to the City of Phoenix. Do I care about the City of 2 Phoenix? No.</p> <p>3 I live here on the reservation. I am concerned 4 about the impact of this freeway, that's going to have on our 5 environment. We've got South Mountain here. We've got 6 Estrellas over here on the other side. Where is that smog 7 going to go? Right here on the reservation.</p> <p>8 And Phoenix, the State of Arizona, wants that smog 9 here on the reservation, not in Phoenix.</p> <p>10 From the very beginning, when Columbus came here 11 and discovered -- to the Bahamas and to the United States of 12 America, what it is now, they've been trying to destroy the 13 Indian population, the Natives. They set out to kill us.</p> <p>14 Germany, Hitler, they had their concentration camps 15 where they annihilated the Jewish population. The United 16 States is no different. The only thing is they don't call them 17 concentration camps. They call them reservations.</p> <p>18 They put us on reservations for why? To kill us 19 off. But I've got news for you: We're still here. We're 20 survivors.</p> <p>21 They took -- The Government took our land, in 22 Docket 228. And the attorney told me, we got 25 cents an acre 23 for that land. That was \$6 million to be split with Salt 24 River, Ak-Chin, and Gila River. That's three -- \$6 million. 25 That came to 25 cents an acre. That's what we got for it.</p> <p style="text-align: right;">Page 5</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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

Code	Comment Document
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1 And the Government argued: Because it was
2 undeveloped land.
3 What do they mean, undeveloped land? The Pimas
4 built canals all over this place. It was not undeveloped land.
5 We had an irrigation system here that's doing well today.
6 Those same irrigation canals that the Pimas built are being
7 used right now. It was not undeveloped land.
8 We didn't have 20-foot -- or 20-story skyscrapers.
9 But I'll tell you what: We still had a skyscraper. We had a
10 four-story building near Coolidge, the Casa Grande ruins today.
11 Four stories high, a massive building. There aren't even
12 four-story buildings in Casa Grande, in Florence, or Coolidge
13 today.
14 And they have the nerve to tell -- call us
15 uncivilized? Heathens? They don't know Indian history. They
16 don't know Indians like we know Indians.
17 I'm an Indian. I'm a Pima Indian. I was raised by
18 Pimas. My first language was Pima. I was born on the
19 reservation. I know what our history is.
20 I know what it is today: We're in a transition.
21 And I don't like that transition.
22 This guy -- I wasn't going to say this, but I will
23 now. This guy, what's his name? Joseph Perez. Pangaea. I
24 said -- I was talking to some young people at the computer lab,
25 some time ago, and I says, "Who is this guy, anyway?"

Code	Issue	Response
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Code	Comment Document
	<p>1 And one of the young men there laughed, and he 2 said, "I went to school with -- with Joey. He used to say, 3 'I'm not an Indian. I'm a Mexican.'" </p> <p>4 And now, all of a sudden, it behooves him to become 5 an Indian because he wants to make money? So now he's saying, 6 "Oh, I'm a tribal member. My family this, and my family that." 7 What kind -- What kind of stuff is this? I mean, 8 that's not Pima way. He wasn't raised as a Pima. He doesn't 9 even speak Pima.</p> <p>10 And that's what I'm saying, is now, what we've got, 11 we're in a transition, where that we have people like me, who 12 know Indian life, who know Indian tradition and Indian way. 13 And we have the new generation, who don't even speak Pima and 14 didn't even want to be associated as being an Indian. He's a 15 Mexican.</p> <p>16 Well, I'm glad to be a Pima because I know my 17 heritage. I know my ancestors. I know their way of life. I 18 know how they lived and what they did.</p> <p>19 And I have something against those contractors that 20 were at that last meeting, saying that they wanted -- that this 21 meant 30,000 jobs for them and they wanted -- they wanted that 22 freeway in there. Well, I'm sick and tired of them.</p> <p>23 I've got news for them: I'm sick and tired of 24 rescuing the American public, people, because we did that when 25 the settlers came through. They had Indian scouts, Pima</p>
	<p style="text-align: right;">Page 7</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
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1 scouts, that went out in the desert and picked up the settlers
 2 because they were dying from lack of water, dehydration. And
 3 they rescued them, fed them, gave them water, took care of
 4 their animals.

5 And now these contractors are coming to the Pimas
 6 and saying, "Oh, help us. We want 30,000 jobs."

7 I've got news for them: They're barking up the
 8 wrong tree. Let them go to their Government.

9 It was the United States Government that was
 10 overseeing all this housing thing that went corrupt and
 11 bankrupt and put us into recession, put this country into
 12 recession. Hold those people responsible. Make them provide
 13 jobs for them. Don't come to the Pimas and ask the Pimas to
 14 provide jobs for them. We already did that. And I don't want
 15 to do it now.

16 Now all we've got is 373,000 acres. This land is
 17 for our children. It's for us to live on. The Government gave
 18 us this land for our use, for our benefit.

19 And those contractors and the State of Arizona,
 20 they're not Pimas. They're not Indians. Go on the other side
 21 of the freeway -- or the boundary. Go on the other side of the
 22 boundary and build your freeway over there.

23 They gave us 25 cents an acre for this land.
 24 Don't -- You don't need any more. We're not giving you another
 25 square inch. You go on the other side of the boundary and

Code	Issue	Response
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Code	Comment Document
	<p>1 build your freeways.</p> <p>2 These freeways are like snakes: a freeway here, a</p> <p>3 freeway there, a freeway here. Freeways all over the place.</p> <p>4 We don't want any freeways on our reservation.</p> <p>5 Where is all that pollution going to go? Right here on the</p> <p>6 reservation.</p> <p>7 Does Phoenix care? Does the State of Arizona care?</p> <p>8 Does Governor What's-Her-Name care? No.</p> <p>9 We're survivors. And I'm here to tell you guys:</p> <p>10 Take your freeway and go on the other side of the boundary.</p> <p>11 You've got Baseline over there. Put your freeway</p> <p>12 over there. And then don't put any exits on it for 22 miles,</p> <p>13 and see what those people, those business people, have to say</p> <p>14 about that.</p> <p>15 A freeway with no exits? And these Pangaea people</p> <p>16 think they're going to get rich because they're going to put in</p> <p>17 a freeway with no exits and they're going to put businesses up</p> <p>18 alongside the freeway? That's disaster. That's failure</p> <p>19 because people off-reservation aren't going to come to the</p> <p>20 reservation, to their businesses, to do business, when they can</p> <p>21 go two blocks down there from their house and go to Bashas', go</p> <p>22 to Walmart, and Target, and all of those other places. They're</p> <p>23 not going to come to here.</p> <p>24 Business is: Location, location, location.</p> <p>25 Where is your location?</p>
	<p style="text-align: right;">Page 9</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
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1 And they want to put business out in the middle of
2 the desert, by a freeway with no exits? How smart are these
3 people at Pangaea? Who are they, anyway? We don't even know
4 anything about Pangaea. Who is this Joey Perez? Has he done
5 land development? How successful has -- What's his history?
6 Where is his money coming from? Who is financing this Pangaea
7 outfit?
8 They're paying -- They're paying people \$50 a
9 signature to sign those petitions. And where else is that
10 done? Do off-reservation people get \$50 when they sign a
11 petition? They're doing it here.
12 And who is paying them that \$50? Where is it
13 coming from?
14 Joey Perez is just a front. I understand, his wife
15 is a partner in this, too. He's just a front.
16 But who is behind it? Where is the money coming
17 from? Who are the -- Where is the money?
18 And even those people aren't too smart if they want
19 to put businesses out in the middle of the freeway with no
20 traffic.
21 We're 22 percent unemployed here. And they expect
22 us to go and buy from them? We're poor. We're
23 poverty-stricken. And that's why those landowners want that
24 freeway to go in there. They think it's going to be money for
25 them. But it isn't.

Code	Issue	Response
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Code	Comment Document
	<p>1 They're promised \$2,000, that they're going to get 2 \$2,000. But those landowners don't stop to think that that 3 land is fractionated land. What -- how that turn -- How that 4 came about is that, when the Allotment Act was passed in 5 18-something -- '87, I think it was. When they passed that 6 first Allotment Act, every Indian in the Gila River got ten 7 acres. My grandfather got ten acres. His children got ten 8 acres.</p> <p>9 Then, when he died, then his children got a 10 fraction of his allotment. And then his grandchildren -- who 11 I'm a grandchild -- now I have interest in that land. So 12 that's what this land is. That ten acres is fractionated.</p> <p>13 When it's leased out, all the people, the allottees 14 that have interest in that land, just get a fraction of the 15 \$2,000. But these people think they're going to get \$2,000? 16 Huh-uh. They're only going to get a portion of that \$2,000, 17 depending on how many people are in that land.</p> <p>18 All of the landowners are -- They're not landowners 19 because they don't own the land. They just have interest in 20 the land. All of those people are going to get a portion of 21 that \$2,000.</p> <p>22 So what are they going to end up with? We have 23 hundreds of people that have interest in these fractions, one 24 piece of fractionated land, so that some of them only get 25 pennies when that land is leased out. So how far is \$2,000</p>
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1 going to go?

2 And this is why I'm here to tell the people, to

3 bring out these things, so that they won't be taken in. They

4 don't -- They don't think about this. All they see -- All they

5 hear is: We're going to get \$2,000.

6 And where is \$2,000 going to go, anyway?

7 One lady told me she went to a meeting. They told

8 her she was going to get \$2,000. She said, "What am I going to

9 do with \$2,000? I can't fix my car, pay my electric bill.

10 What am I going -- What good is \$2,000 going to do me?"

11 She said, "I left. I wasn't interested."

12 She was a smart one. She had it figured out. But,

13 unfortunately, there are people that don't figure it out. They

14 don't think.

15 And that's what I'm here for, is to try to tell

16 them: Look, this is what's happening. This is what's

17 involved. These are -- These are all the things that are

18 involved in this freeway thing.

19 (Ms. Chase speaks a brief phrase in Pima) Don't

20 like it. Don't accept it.

21 And -- and Joey Perez, and he wants to -- He wants

22 to have another election on this? We already said, "No." The

23 people already had an election.

24 And here, here, I found this thing here. I didn't

25 get a copy of that. But read that.

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	<p>1 See, that's a -- This is a picture of the 2 reservation. There's Chandler and all these other places 3 around it. And this is what it says here. It says -- I have 4 to get my glasses. 5 This says: Shouldn't community members be able to 6 decide what is -- what is appropriate for the community? 7 We already did. We already decided. No, we don't 8 want the freeway. 9 But, you see, there's a -- There's a Indian way and 10 an American way. We're in conflict. And Americans don't 11 understand Indian way. Indian way, the people have already 12 said what they -- what they wanted. Indian way, it shouldn't 13 even come up again. It's been decided. 14 So how -- And I was talking to a friend about this. 15 And I said, "Well, you know, this isn't like a court hearing 16 and one side loses and they ask for an appeal. We had an 17 election, not -- not a court hearing. This shouldn't be an 18 appeal." 19 And she said, "Well, if I think of it, I think that 20 there was a Martin Luther King election, and I think they -- 21 the voters went to the polls three times before they made 22 Martin Luther King a holiday." 23 I thought -- I said, "Oh, yeah, I didn't know that. 24 I forgot about that." 25 So that's a difference, right there, between Indian</p>
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1 way and the American way. American way, you can keep
 2 petitioning and petitioning and petitioning and petitioning.
 3 It's like a crying baby. The baby cries and cries and cries
 4 until momma comes and gives it some milk and shuts it up.
 5 So then -- And that's what -- That's what Pangaea
 6 is doing: Crying and crying and crying, petition after
 7 petition, to get their way because legally they can do it.
 8 But Indian way, Indian way, you can't, because we
 9 already decided. We already told you: No, we don't want it.
 10 Go away. Leave us alone.
 11 That's Indian way.
 12 And I said -- And that's the conflict that we're
 13 in. We're in one -- we're in one -- We're in one life and in
 14 another life. We're Indian way, living Indians -- living
 15 Indian way, and trying to be living American way. They're in
 16 conflict.
 17 And we're getting this new generation of people who
 18 don't know Indian way. And Perez doesn't even want to admit
 19 he's an Indian, saying, "I'm a Mexican."
 20 So what have we got here?
 21 And I'm just here to say, to the people, that we
 22 need to -- we need to -- If we're Indians and this land is our
 23 land, we need to preserve it for our children. We need to be
 24 careful about the environment. We have the Sierra Club now and
 25 all kinds of other clubs that are concerned with the

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	<p>1 environment.</p> <p>2 I've got news for them: We had Sierra Club long</p> <p>3 before they ever came along, because Indians didn't kill just</p> <p>4 to kill. It wasn't a sport.</p> <p>5 The Indians up north, they hunted buffalo. And</p> <p>6 they used every bit of that buffalo for their -- for their</p> <p>7 livelihood or whatever. They used the -- They used the hides</p> <p>8 for tents, for clothing, for food. They used the whole</p> <p>9 buffalo. They didn't go out there and just destroy it.</p> <p>10 They did the same thing with other life. Deer,</p> <p>11 they didn't go out there and kill Bambi's mother and kill</p> <p>12 Bambi, too. They were concerned with wildlife.</p> <p>13 They called the earth "Mother Earth," because</p> <p>14 Indian way, Indian language, is expressive and they saw that</p> <p>15 the earth provided grain, berries, rabbits, buffalo, deer, for</p> <p>16 their food and for whatever they needed. The earth did that.</p> <p>17 So that's why they called it "Mother Earth."</p> <p>18 And they lived in harmony with their environment.</p> <p>19 When those settlers came west and they saw the</p> <p>20 buffalo and the beavers, all they saw were hides and money.</p> <p>21 And that's the difference between the Europeans and the</p> <p>22 Indians.</p> <p>23 Our lives are different. We think different.</p> <p>24 We're Indians. And -- and we live, many of us, just like our</p> <p>25 ancestor did. And we've lost so much of -- of our way of life</p>
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	<p>1 now.</p> <p>2 My grandfather, when I was a little girl, our</p> <p>3 little dog, Tuffy -- I still remember his name. It was a</p> <p>4 little -- kind of, a little white dog with fluffy fur. That</p> <p>5 little dog was running in circles, yipping and yapping, and</p> <p>6 just wild. And we all stood there watching him, my brothers</p> <p>7 and sisters and I.</p> <p>8 And my grandfather was close by, and he saw that</p> <p>9 little dog. He calmly walked over to the house and got a</p> <p>10 pitchfork standing up against the building. He took that</p> <p>11 pitchfork and he killed that little dog.</p> <p>12 And I thought: Why are you doing this? Why are</p> <p>13 you killing our dog?</p> <p>14 And it wasn't until I went to high school and had a</p> <p>15 science class and heard about rabies, then I knew why my</p> <p>16 grandfather killed that dog.</p> <p>17 And that was the way the whole Indians were.</p> <p>18 They -- He didn't bat an eyelash. He saw the danger, and he</p> <p>19 moved. He didn't wait an hour, 15 minutes, or the next day.</p> <p>20 He took that pitchfork and he killed that little dog for the</p> <p>21 safety of us children.</p> <p>22 And that's part of what I know Indian way is like.</p> <p>23 And that's why that I'm here, to say that there's still some of</p> <p>24 us that are traditional. There's still some of us that know</p> <p>25 Indian way.</p>
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	<p>1 And I won't bat an eyelash to say, "Take your 2 freeway and put it on the other side of the boundary." 3 That's what it's all about. Our Indian way is 4 different. And -- and we're in conflict. And our children are 5 not learning Indian way. 6 But there's some of us here that still -- we're 7 still traditional. We still know our ways. 8 And I'll tell you another story about my 9 grandfather. My father was in the United States Army. And he 10 came home. He was in Hawaii, and he came home. And I guess my 11 grandfather got his check and cashed it. And my dad found out 12 about it. I was a little girl. I was standing right there, 13 listening to all of this. 14 And my dad said to my grandfather, (Ms. Chase 15 speaks a brief phrase in Pima), "I'm going to put you in jail." 16 And my grandfather looked at him and said, 17 (Ms. Chase speaks a brief phrase in Pima), "Go ahead and do 18 it." 19 But he said, "These children" -- he said all of 20 this in Pima -- "these children are your children. It's your 21 responsibility to take care of these children. But you haven't 22 been doing it. I've been doing it. I've been taking care of 23 your children. And, yes, I took that check and I cashed it, 24 for your children, to buy them food, to buy them clothes, to 25 buy them what they need. I did it. Go ahead. Put me in</p>
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	<p>1 jail."</p> <p>2 My dad, because he was an Indian, raised Indian</p> <p>3 way, put his head down, turned around, and walked away.</p> <p>4 Yeah, American way, my grandfather could have gone</p> <p>5 to prison for forgery. But Indian way, he won. And my dad</p> <p>6 walked away and didn't do that.</p> <p>7 So that's the way Indian way is. That's what I</p> <p>8 know about Indian way. It's different from the American way.</p> <p>9 And that's what I'm here, to remind these people that want to</p> <p>10 do this: No, don't do it. Do like my grandfather did. He</p> <p>11 killed that little dog for the safety of his children. Think</p> <p>12 about your children. Don't give away this land because what</p> <p>13 are your children going to have? Nothing.</p> <p>14 I have -- I have interest in my grandfather's land</p> <p>15 now because he didn't give it away. He was poor. He didn't</p> <p>16 have money. They were poverty-stricken. But he didn't sell</p> <p>17 his land because in those days, those old people said, "Don't</p> <p>18 sell your land. If you do, you're going to be walking down the</p> <p>19 road with a bag of clothes. You're going to have nowhere to</p> <p>20 live. You're going to have nothing. You save this land."</p> <p>21 That's what we were told. That's how we were</p> <p>22 raised. But some of our people don't know this.</p> <p>23 This Joey Perez, he's not Indian way. All he's --</p> <p>24 He's American way: Greed. Give me that money. Give me that</p> <p>25 money. That's the way -- That's the way it is.</p>
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6	<p>1 And I'm here to say, I don't want the freeway on -- 2 on Indian land. I like our buzzards. I like our jackrabbits. 3 An elderly man at an elderly-concerns meeting said, 4 "I saw -- I saw two eagles up there on South Mountain. What's 5 going to happen to them once that freeway goes in?" 6 Because Indians live with their environment. They 7 care about the roadrunners, the quail. They learn from it. 8 I used to go to the old-time Farmers Association 9 meetings and hear the stories that they told. And the stories 10 were about the animals, and they lived with the animals. They 11 didn't -- They only took what they needed. They didn't just 12 kill them. They didn't destroy them. 13 That's why I'm saying that they were here long 14 before Sierra Club came along, and all of these other wildlife 15 programs and projects. 16 We lived that life, and I don't want to see it 17 destroyed. I want to save it for -- for our people and for our 18 children. 19 And, as it is, we have all kinds of pollution now. 20 We get asthma. My little great-grandson has asthma. I get 21 asthma because of our environment and the -- and the pollution 22 of the -- of the air. 23 But people don't think of that. 24 We're dying from diabetes. 80 percent of our 25 population on Gila River have diabetes. In 1909 they only had</p>

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

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	<p>1 one case of diabetes. Today, 80 percent of our population has 2 diabetes.</p> <p>3 Diabetes causes strokes, heart attacks, kidney 4 failures, all kinds of failures in the bodies. Our legs are 5 amputated. Our arms are amputated. And then we die.</p> <p>6 And now they say that Alzheimer's is connected with 7 diabetes.</p> <p>8 So we're dying. We're becoming an extinct nation. 9 And that's bad enough, that we -- Now they want to put a 10 freeway through here and further pollute our air? No.</p> <p>11 The people need -- Our people need to think about 12 all these things and to think of what they're doing and not 13 just be trying to grab that money because where is that money 14 going to go, anyway? It's not going to go anywhere. You're 15 not going to take it with you.</p> <p>16 And you're just depriving -- These people are just 17 depriving their children of land, of a place to live. So 18 that -- that -- those are -- That was what I wanted to try to 19 bring out, and these points to bring out to the people. And -- 20 and to try, both sides.</p> <p>21 And those -- Those contractors need to be ashamed 22 of themselves because all they want is 30,000 jobs. They don't 23 care about the people here.</p> <p>24 And when those jobs and that freeway is completed 25 and those 30,000 people are out of jobs, what are they going to</p>
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	<p>1 do next?</p> <p>2 It's just a temporary -- a temporary cure for their</p> <p>3 insatiable desire for TVs and, you know, those phones, all</p> <p>4 kinds of phones, and all kinds of computers and all kinds of</p> <p>5 stuff like that. It's never going to end, their desire for</p> <p>6 them, because that's the way that these Europeans are. They</p> <p>7 did it in Europe, fought over land over in Europe. From bible</p> <p>8 days, they fought over land.</p> <p>9 But the Natives here in this country, we're</p> <p>10 different. We don't -- We didn't fight over land. We had our</p> <p>11 areas where we lived, but we didn't fight over land because</p> <p>12 they believed that land was to live on. It wasn't meant for</p> <p>13 personal ownership.</p> <p>14 And this is one of the differences between the</p> <p>15 Indians and the Europeans. They want their name on a tract of</p> <p>16 land. And, when the West started being settled, the Government</p> <p>17 gave -- I didn't write that down, the statistics on that -- but</p> <p>18 gave a lot of land in the West, reserved for the Indians.</p> <p>19 Then they passed -- I believe it was the Dawes Act.</p> <p>20 They passed that Act. And what that Act did was they took the</p> <p>21 land that they reserved for the Indians and sold it to the</p> <p>22 settlers for 50 cents an acre.</p> <p>23 And so this Government has been -- they've -- Their</p> <p>24 intention, from the very beginning, was to kill all of the</p> <p>25 Natives off, get their land and their buffalo and everything</p>
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1 else they could get. And that's been -- That's been the
 2 intent, all this time.

3 And they're -- And they're still doing it. They
 4 already got all our reservation land. I mean, not our
 5 reservation land but the -- what do you call it, the -- the
 6 Native lands where the Natives lived. They already took that.
 7 That's where we got the 25 cents an acre. They already got it.
 8 But they're not satisfied with that.

9 Now they're coming on the reservation and wanting
 10 our reservation land.

11 I fought more developers coming -- wanting to come
 12 on our reservation and take our land, because they've developed
 13 all of Chandler. They're up to our border now. Now our
 14 reservation land is looking pretty good to them because
 15 contractors, their mindset is: If they see a piece of land
 16 that doesn't have asphalt on it, they're going to put asphalt
 17 on it. They're going to put buildings on it. That's the
 18 nature of the beast.

19 But that's not our way. We like our jackrabbits.
 20 I live on a tribal home-site lot that's about an acre big. I
 21 have rabbits. I have cardinals, doves, quail, all kinds of
 22 birds, and owls that come to -- come to my lot because I
 23 provide water for them. And birds love water; I've found that
 24 out.

25 And they come to -- Even dogs, stray dogs, come to

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	<p>1 my house looking for water. And -- and I have trees. And they 2 want the safety of my -- of my lot.</p> <p>3 And I just found out we even have rattlesnakes. We 4 had found a little tiny rattlesnake on the porch. So even 5 rattlesnakes are coming to my house.</p> <p>6 But -- but Indian way, these are all -- This is 7 part of my heritage, to live in conformity with nature. They 8 didn't -- They didn't kill animals just to kill them.</p> <p>9 We had a -- We had a Gila monster one time by our 10 house, and my dad took that Gila monster and took it out in the 11 desert. He didn't kill it. And so but that's an example of -- 12 of how Indian -- Indian way is, how Indian people thought and 13 how they lived.</p> <p>14 And it's so sad for me to see that we're losing it. 15 For what? For money? For the greed of money?</p> <p>16 And in the old days people didn't have money. They 17 didn't care about money. They put holes in nickels and made 18 necklaces out of them or put them on their shirts. You know, 19 that's what money meant to them. It was just a decoration.</p> <p>20 And they were happy. I remember, as a little girl, 21 that we would go to Sacaton. And the church would take their 22 tamales and sell tamales. And they had -- They had baseball 23 teams playing against each other. They had rodeo. And people 24 were happy. People laughed and visited, and they were happy.</p> <p>25 But it wasn't money that made them happy. It</p>
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1 was -- It was being social, getting together, relatives. We're
 2 all related. And it was people getting together. And they
 3 laughed and had fun.

4 I remember, as a little girl, that the girls used
 5 to hold hands, and they would walk around the rodeo arena in
 6 one direction. And the boys would walk around the arena in the
 7 opposite direction. And then, when they'd come together,
 8 they'd all giggle and laugh. The girls would giggle and laugh.
 9 And -- and you used to be able to -- Girls would hold hands,
 10 and nobody thought of them as being homosexuals. Now you don't
 11 dare walk down the street holding a girl's hand.

12 But so those are the -- Those are the differences.
 13 And being 75 years old, I've lived in that
 14 generation. I know what it's like to be a Pima, what it's like
 15 to be an Indian, and what it's like to live in the -- in the
 16 Indian society, where that -- where that families, they live
 17 together and work together and help each other. If somebody
 18 needed a house, they all got together and built a house for
 19 them. Somebody needed their grain to be -- to be harvested;
 20 they all came and harvested the grain. They -- They lived
 21 together. That's the way Indian life was.

22 Today, it's different because Americans don't live
 23 like that. They put their grandparents in the nursing home
 24 somewhere so they won't be bothered by them. Now we're doing
 25 that.

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	<p>1 So we're changing, and I don't think it's for the 2 good. 3 And all we've got -- If all we've got now is -- is 4 to fight for this freeway not to go through here, then we've 5 got to do. 6 And I'll just say, to that Pangaea, Joey Perez, and 7 all those people that are -- that are trying to put this 8 freeway in, that there's still some of us here, some of us 9 traditionals, that we're still here. And we're still Indians. 10 We're still Pimas. 11 And -- and those people that were at that Phoenix 12 meeting, they're a block that were opposed to the 202 Freeway. 13 They're a block. And, if Joey Perez and his cohorts want to 14 put that freeway in, they're going to have to go through that 15 block. 16 And we're still Pimas, like the old Pimas. We're a 17 formidable bunch. And you better look out because we're not -- 18 we don't want it. 19 And -- and, as they said in the Marine Corps -- My 20 husband was in the Marine Corps. And there was a saying. It 21 goes: You feel froggy? Jump. 22 Joey Perez feels froggy? Jump. 23 So that -- Yeah, he's going to have to reckon with 24 some of us traditionals. 25 And that's all I've got to say.</p>
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	<p>1 Pangaea got another petition. And so they brought 2 it to the Council. And the enrollment or the secretary's 3 office, they looked at these signatures, and they weren't 4 right. And so I guess some of them were forged. They didn't 5 really say.</p> <p>6 But so they had a -- So the Council had a meeting 7 on that. And Myron Scherers (phonetic) made a motion to clean 8 up the petition, go through all the signatures and make sure 9 they were all valid signatures. And the Council passed that 10 motion.</p> <p>11 But Annette Stewart, a councilwoman from 12 District 5, didn't vote for it. And she gave her reason why. 13 She said: They should just redo the whole petition, not just 14 clean it up.</p> <p>15 And -- and I'm in agreement with her on that, on 16 account of the petition is one document. It isn't just this 17 page and that page and all of the pages put together. It's all 18 of the pages put together making one document. And, if any 19 part of that document is fraudulent, then the whole document is 20 fraudulent.</p> <p>21 They need to retake that petition and redo it.</p> <p>22 And I'll go one step further, to say that the 23 people that carried those petitions and got those fraudulent 24 signatures shouldn't be allowed to carry another petition. And 25 in my anger I'll even say that those people should be excluded</p>
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	<div data-bbox="450 399 1339 1661" style="border: 1px solid black; padding: 10px;"> <p>1 from the reservation. We have people that are excluded. What 2 that means is that, when people are so bad, they're -- they're 3 run off the reservation.</p> <p>4 And that's what they should do to these people 5 because they're confidence people. And I don't know if they're 6 men or woman or who. But they take -- They get the confidence 7 of the people.</p> <p>8 These people that signed the petition are believing 9 that everything is upright; everything is honest. And it 10 isn't. And so they signed the petition, believing that 11 everything is right when it isn't. And these people getting 12 the petitions, signatures, they're -- They're confidence 13 people.</p> <p>14 And that -- What can be worse than to betray Indian 15 way again is to betray people that have trusted you to do 16 what's right. There's just no -- There's just no excuse for 17 it.</p> <p>18 There isn't even -- We don't even have a law, I 19 think, about that because it's not our way. We don't have 20 people that -- confidence men that come in here and gain the 21 confidence of the people for their benefit and then turn around 22 and stab them in the back. That's not Pima way. So we don't 23 even have any laws that would cover that.</p> <p>24 The only thing we have is exclusion. If -- if a 25 family or a person is so bad, then exclude them from the</p> </div> <p style="text-align: right;">Page 27</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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	<p>1 reservation. Throw them off.</p> <p>2 So and I think -- I would have a tendency to</p> <p>3 believe that, if we were living back in the seventeen, eighteen</p> <p>4 hundreds, they would do exactly that. I think that, if they</p> <p>5 found somebody that was so bad, and so immoral, so corrupt, I</p> <p>6 think they'd -- they'd tell them, "Leave the reservation. Get</p> <p>7 out of here."</p> <p>8 I think that's what they -- that that would be the</p> <p>9 remedy that they would have for that. So I would -- being --</p> <p>10 Being somebody from the old ways, that's -- that would be my</p> <p>11 opinion on that.</p> <p>12 But, at least, what they should do is not allow</p> <p>13 these people who carry these petitions and got fraudulent</p> <p>14 signatures to go do it again. You -- When somebody robs your</p> <p>15 house, you don't open the door and say, "Come on in, do it</p> <p>16 again. You didn't -- You forgot my refrigerator."</p> <p>17 So but okay. I guess that will be all.</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>
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Code	Issue	Response

Code	Comment Document
1	<p>From: Projects To: ADOT Subject: FW: Build the South Mountain Freeway Date: Tuesday, May 14, 2013 9:36:45 AM</p> <hr/> <p>-----Original Message----- From: Micaela Cheath [mailto:willlldcat80@aol.com] Sent: Monday, May 13, 2013 6:55 AM To: Projects Cc: info@buildthe202.com Subject: Build the South Mountain Freeway</p> <p>I live in Laveen and traffic coming and going from here gets worse everyday. 51st Ave is downright hazardous with big trucks and casino traffic and people using Riggs to skip the city. It's madness and neither road is built to sustain much more traffic. During rush hour it's crazy, particularly on 51st and lower buckeye near the amazon building. There's a huge need for the 202, it's been on the plans for 30 years, not having it is delaying development in Laveen and the only hold up is a handful of awhatukee residents who don't want to be close to the reservation that they bought homes right next to. I have lived in Laveen my entire life as well and I'm very nervous about the change it will bring. Progress and change however is undeniable and while I have concerns I recognize that this freeway is a necessity for the improvement of all of Phoenix for safer more convinient road ways. So lets just build it already! Please and thank you.</p> <p>Sent from my iPhone</p> <hr/> <p>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</p>

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

Code	Comment Document
<p>1</p> <p>2</p>	<p>From: Projects To: ADOT Subject: FW: Build the 202 Date: Monday, May 20, 2013 8:32:45 AM</p> <hr/> <p>-----Original Message----- From: Walter E. Cheatham [mailto:wearc1@concentric.net] Sent: Saturday, May 18, 2013 1:19 AM To: Projects Subject: Build the 202</p> <p>Hello,</p> <p>I received an email from the "Build the 202 Group" that is requesting my support for this project. I DO NOT support it.</p> <p>I live on 51st. Avenue in Laveen and have lived here most of my life. I am 70 years old and in fact helped my parents build the house (we finished it in 1957), which is now mine.</p> <p>I repeat, I DO NOT support building the 202 though Laveen and specifically along 51st Avenue.</p> <p>I do NOT understand why the route is NOT along the Pima Indian reservation line (the Laveen side) to about 83rd. Avenue and then North to join the I-10.</p> <p>The route SHOULD NOT be through ANY residential areas.</p> <p>IF the 202 MUST be built then it WOULD be much less expensive to purchase farm land rather than residential property.</p> <p>The idea makes me think there are some individuals and maybe corporations that are SOLELY thinking of financial profit without any regard to homes and displacing families.</p> <p>SO, PLEASE STOP this plan and reroute the proposed 202 alignment, like I already said, along the reservation line and then turn it North along 83rd Avenue to the I-10, THROUGH farm land ONLY!</p> <p>I am NOT able to attend any meetings to discuss this project so I am relying on the Arizona DOT to hear my concerns and act accordingly and positively on my wishes.</p> <p>Sincerely,</p> <p>Walter Cheatham PO Box 4 Laveen AZ 85339</p> <p>My house is located at 8402 S. 51st Avenue in Laveen but there is NO mail delivery at my house.</p> <hr/> <p>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</p>

Code	Issue	Response
1	Alternatives, W59 Alternative Versus W101 Alternative	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p> <p>The alignment proposed in the comment is similar to the W71 Alternative. The W71 Alternative would affect over 800 single-family residences. The Preferred Alternative, W59 Alternative, is located almost entirely along farmland in Laveen Village and would affect only 46 single-family residences (see page 4-46 of the Final Environmental Impact Statement). It is not possible to route the proposed freeway entirely through farmland.</p>
2	Acquisitions and Relocations	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td>INCOMING CALL DATE: 7/24/13</td> <td>INCOMING CALL TIME: 10:59 AM</td> </tr> <tr> <td>CALLER: VIRGINIA CHOISNARB</td> <td>CALLER ADDRESS:</td> </tr> <tr> <td>PHONE: 602-269-0285</td> <td>EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support South Mountain freeway. I don't really know too much about it but anything that will relieve the pressure, I think will be wonderful. [Unclear]. Thank you very much. [Unclear]. Bye bye.</p>	INCOMING CALL DATE: 7/24/13	INCOMING CALL TIME: 10:59 AM	CALLER: VIRGINIA CHOISNARB	CALLER ADDRESS:	PHONE: 602-269-0285	EMAIL:
INCOMING CALL DATE: 7/24/13	INCOMING CALL TIME: 10:59 AM						
CALLER: VIRGINIA CHOISNARB	CALLER ADDRESS:						
PHONE: 602-269-0285	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>Raj Christian</p> <p style="text-align: right; font-size: small;">Document Created: 5/21/2013 1:16:36 PM by Web Comment Form</p> <p>The proposed South Mountain Freeway will have huge impact on valley's transpotation system and environmental characteristics. It will provide a much needed alternative route to bypass Phoenix downtown reducing traffic congestion and drastically improving air quality. Traffic safety will be enhanced and crashes will be reduced by constructing this freeway. Semi-trucks and larger commercial vehicles will have an easier bypass route. It will allow I-10 commuters easier commuting especially during rush hours on Phoenix freeways including I-10 and I-17 truck route. The freeway construction is already funded through voter-approved transportation funds in the MAG regional transportation plan. The project will tremendously help state's economy by providing jobs and business opportunities to hundreds and thousands of construction workers, contractors, small businesses, manufacturers, suppliers and professionals.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: Sierra Club on behalf of Karen Christian To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Monday, May 27, 2013 12:15:00 PM</p> <hr/> <p>May 27, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>2 The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.</p> <p>3</p> <p>4 South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.</p> <p>5</p> <p>6 The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.</p> <p>7</p> <p>8 The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center. Encourage condensing & reducing our population, rather than continuing expansion.</p> <p>1 Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</p> <p>Sincerely,</p> <p>Ms. Karen Christian 8435 S Tumbling X Ranch Pl Vail, AZ 85641-8972 (520) 219-7287</p>

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

Code	Comment Document

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

Code	Comment Document
	<p>From: Sierra Club on behalf of Angela Christie To: Projects Subject: Opposition to the South Mountain Freeway Date: Wednesday, July 24, 2013 5:34:57 AM</p> <hr/> <p>Jul 24, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>2 The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.</p> <p>3 While having a light-rail line is helpful, it only scratches the surface and needs to be greatly expanded to connect to all major areas of the city north, south, east, and west to encourage people to use it, taking many more cars off the road and helping people exercise by walking. Light-rail can work extremely well as in seen in other major cities in the U.S. and around the world, and having an improved, more extensive bus system would certainly help, as well, for many areas in the farther reaches of Metro Phoenix are still poorly served by public transport. That is the key: sustainable public transport must be "easy" for commuters and contribute to improved air quality, not worsen it. The negative impacts of a freeway, the resulting traffic, and the pollution and environmental degradation that would impose are hazardous both for nature and human health and do not address the larger problem for a Metro area that has been expanded over years without a wise plan for public transport to accommodate the growth.</p> <p>4 South Mountain Freeway would have incredibly negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.</p> <p>5 The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.</p> <p>6</p> <p>7</p>

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

Code	Comment Document
8	<p>The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.</p>
1	<p>Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</p> <p>Sincerely,</p> <p>Angela Christie 8902 E Via Linda # 110-170 Scottsdale, AZ 85258-5416</p>

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

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: South Mountain Freeway Plans / Comments... Date: Tuesday, May 14, 2013 9:35:40 AM </p> <hr/> <p>-----Original Message----- From: cbsiv@cox.net [mailto:cbsiv@cox.net] Sent: Tuesday, May 14, 2013 7:52 AM To: Projects Subject: South Mountain Freeway Plans / Comments...</p> <p> HI: Three things; Build it fast for it's overdue now; two, make it four lanes in each direction and finally, designate a " Trucker Lane " where 75 MPH is ok and they can move the freight safely ! Thank You, Chuck </p> <hr/> <p> Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments. </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 5/19/13</td> <td data-bbox="857 506 1345 572">INCOMING CALL TIME: 5:21 PM</td> </tr> <tr> <td data-bbox="376 572 857 620">CALLER: BILL CHUCKGROVE</td> <td data-bbox="857 572 1345 620">CALLER ADDRESS:</td> </tr> <tr> <td data-bbox="376 620 857 669">PHONE: 480-922-4780</td> <td data-bbox="857 620 1345 669">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support the South Mountain freeway. Thank you.</p>	INCOMING CALL DATE: 5/19/13	INCOMING CALL TIME: 5:21 PM	CALLER: BILL CHUCKGROVE	CALLER ADDRESS:	PHONE: 480-922-4780	EMAIL:
INCOMING CALL DATE: 5/19/13	INCOMING CALL TIME: 5:21 PM						
CALLER: BILL CHUCKGROVE	CALLER ADDRESS:						
PHONE: 480-922-4780	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p style="text-align: center;">1</p>	<p>From: Patricia Talcott To: ADOT Cc: Patricia Talcott Subject: ENVOY #1314664103/Loop 202 South Mountain Freeway Darft EIS Date: Tuesday, May 28, 2013 9:18:10 AM Attachments: image001.png</p> <hr/> <p>The following was received on the ADOT ENVOY System:</p> <p>Loop 202 South Mountain Freeway Darft EIS 5/26/2013 5:35:01 PM</p> <p>It appears that the study is well done and comprehensive. I agree completely that this is the type of improvement we need. Just like the I-10 widening between Phoenix and Tucson, this project is well overdue. I think the 101 inter-connection would alleviate the most traffic on Interstate 10. I often travel between Avondale and Tucson. Being able to avoid all of the morning eastbound traffic that starts to slow at 83rd Avenue would be a great benefit in commute time and stress. If you bring it in at 59th Ave, commuters will still have to wait in traffic (from about 6:30 am until about 9 am) as they slowly make their way from the 101 to 59th Ave. Traffic gets crazy during these times. Same deal coming back into town from the south. You would be able to divert at Pecos, go west, but then be dumped into 59th Ave. At rush hour, I suspect intuitively that it would not be much better than what we have now, and the bottleneck at that interchange will be tough. That is a key item that I focus on; merging with heavy traffic. Peeling off at the 101 should be OK at most hours of commuting. I am surprised the study did not address merging at rush hour (it did address commute times, I realize.) I realize the study says that the 101 option is a bit more impactful to some aspects. It is still the better alternative in my mind as most of the area is open or agricultural, at least once you get past the Tolleson area or below Buckeye Rd. 59th is mostly industrial with some residential. I guess there is not a tremendous difference as some entities will be displaced. With the growth levels on the west side, this freeway is essential. If 59th Ave. vs. 101 is a deal breaker, I say go with 59th as the best alternative. I still prefer any of the 101 alignments. I think the freeway should proceed on schedule. Thanks for the chance to comment.</p> <p>Clarillos, Robert - bleppo1@hotmail.com</p> <p>Thank you.</p> <p>Patricia A. Talcott Program Project Specialist II 206 S. 17th Avenue, Room 101, MD118A Phoenix, AZ 85007 602.712.7610 www.azdot.gov</p>  <p><small>NOTICE: This e-mail (and any attachments) may contain PRIVILEGED OR CONFIDENTIAL information and is intended only for the use of the specific individual(s) to whom it is addressed. It may contain information that is privileged and confidential under state and federal law. This information may be used or disclosed only in accordance with law, and you may be subject to penalties under law for improper use or further</small></p>

Code	Issue	Response
<p style="text-align: center;">1</p>	<p>Alternatives, W59 Alternative Versus W101 Alternative</p>	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>

Code	Comment Document
	<p data-bbox="428 425 1286 465">disclosure of the information in this e-mail and its attachments. If you have received this e-mail in error, please immediately notify the person named above by reply e-mail, and then delete the original e-mail. Thank you.</p> <hr data-bbox="428 560 1286 566"/> <p data-bbox="428 586 1286 653">Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</p>

Code	Issue	Response

Code	Comment Document
1	<p>Thom Clark Document Created: 5/27/2013 11:39:54 AM by Web Comment Form</p> <p>I am writing this e-mail in opposition to the proposed Loop 202 South Mountain Freeway. When is enough growth enough? When are we going to say the metro Phoenix area, Maricopa county, and yes, the state of Arizona has reached the point of of population saturation. Growth does not equal improved quality of life. Let's not pave over our heritage.</p>

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

Code	Comment Document
	<p data-bbox="459 344 531 368">4388</p> <div data-bbox="459 399 1339 1655" style="border: 1px solid black; padding: 5px;"> <p data-bbox="475 439 1050 463">1 THE FACILITATOR: Thank you.</p> <p data-bbox="475 485 1330 1179">2 MR. ROWLEY: Good afternoon, it's good to be 3 here with you today. My name is Cade Rowley, I've been 4 here in the Valley for almost 15 years, and I want to 5 show my support for the 202 freeway. This things's been 6 studied for almost 20 years, I think that I've reviewed 7 the draft EIS, I think the team has done a very thorough 8 job of looking at all the issues, weighing in on the 9 environmental consideration as a need to be taken and, 10 you know, the freeway here's going to provide a lot of 11 great things for the community. It's going to reduce air 12 pollution; as you probably heard today, congestion is at 13 a premium in this part of the Valley, it's very difficult 14 to get from the west side of the Valley to the east side 15 where I live and, you know, it's going to make a big 16 impact on that.</p> <p data-bbox="475 1201 1330 1419">17 In addition to that, we really need the jobs 18 here in Arizona, so it has the potential to create 30,000 19 jobs. Our economy is struggling, now is the time to 20 build the 202, and I want to issue my support for the 21 build option of the 202. Thank you.</p> <p data-bbox="475 1441 1050 1465">22 THE FACILITATOR: Thank you.</p> <p data-bbox="475 1487 801 1512">23 Don Clark.</p> <p data-bbox="475 1534 1330 1610">24 MR. CLARK: Thank you. I want to just voice my 25 appreciation for the study that has been done and voice</p> </div> <p data-bbox="1236 1665 1339 1689" style="text-align: right;">Page 42</p> <p data-bbox="491 1705 1299 1766" style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
<p>1</p>	<p>1 my support for the 202 freeway. I happen to live in 2 Ahwatukee just off of Chandler Boulevard and I know that 3 there's been a lot of conversations in Ahwatukee about 4 the impact to that part of Phoenix. I think it would 5 actually be a boon to that portion of town for several 6 reasons. If you travel from Ahwatukee up I-10 to get to 7 I-17 going north to Prescott, you've experienced a lot of 8 traffic delays on I-10, particularly through the Broadway 9 curve. I think this freeway extension will help to 10 relieve that traffic by bringing traffic off of I-10 that 11 comes up from Tucson and has to get to the middle of 12 Phoenix. This way you'll have a bypass that will 13 actually put that traffic out to the west side of town 14 and relieve the congestion and the delays that people 15 from Ahwatukee experience getting to the airport and in 16 the central business district of Phoenix.</p> <p>17 So, again, I want to support my support -- or 18 voice my support for this freeway project. I know that a 19 lot of the information that you see here in the draft EIS 20 shows the real benefits of that and in particular, 21 further, I want to voice the support and in the area of 22 relieving traffic from my area of town. Thank you.</p> <p>23 THE FACILITATOR: Thank you. 24 Randy Frank. 25 MR. FRANK: I'm Randy Frank, I'm representing</p> <p style="text-align: right;">Page 43</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p style="text-align: center;">* * *</p> <p>1</p> <p>2 MS. CLARK: I'm horribly frustrated with the fact</p> <p>3 that this freeway has been delayed again. When I bought</p> <p>4 my house in 2004, I was told the freeway was coming</p> <p>5 through, that a town center was going to be built over at</p> <p>6 59th and Elliot, the infrastructure would be coming out</p> <p>7 here. And here we are almost ten years later and nothing</p> <p>8 has happened in this community.</p> <p>9 The closest freeway access is at least 9 miles</p> <p>10 away. There's no shopping -- limited shopping. We don't</p> <p>11 have any -- we have a Wal-Mart. If you want to buy</p> <p>12 clothes, you go to Wal-Mart.</p> <p>13 It's very frustrating to live in this community.</p> <p>14 Our home values have not really increased because nobody</p> <p>15 wants to live here. No businesses want to come out here</p> <p>16 because of the lack of access on the freeways. And now</p> <p>17 they're saying it's going to be 2015 before they start,</p> <p>18 and I would be surprised if it happened in 2015.</p> <p>19 So, like I said, I'm extremely frustrated with</p> <p>20 the fact that when I bought my house in 2004, I was under</p> <p>21 the impression that the freeway was going to be coming</p> <p>22 through and that this community would be a viable</p> <p>23 community instead of what it is today, which is not very</p> <p>24 good.</p> <p>25 I was going to add on the shopping. The nearest</p>

Page 3

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Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document
	<p>1 malls are about 12 miles away in both directions. It's at 2 least 20 minutes of a drive one way to go shopping. 3 There's limited restaurants and services, like just 4 getting a good haircut, because businesses have not seen 5 this as a place to come and develop their business. 6 And a large part of that, I think, points to 7 there's no highway, so there's no perception, of, you 8 know, ease of access. We consistently see restaurants 9 open and they're busy -- or they're packed because they're 10 a new choice in the neighborhood. 11 MR. CLARK: I think we have three restaurants 12 down here. 13 MS. CLARK: And a bunch of fast-food restaurants. 14 It's frustrating. 15 I was going to say something else. 16 MR. CLARK: Well, how the highway would 17 benefit -- have you talked about the flooding? 18 MS. CLARK: Yeah, that's another point. Right 19 now, there's only three roads that go across the river: 20 51st Avenue, 67th Avenue and 99th Avenue. 21 MR. CLARK: Well, 51st Avenue is going west. 22 MS. CLARK: Right. If we have major rain and 23 flooding -- 67th Avenue and 99th Avenue flood. It takes 24 several months for those roads to open up again, so all of 25 the people that live south of the river have to come to</p>
	<p style="text-align: right;">Page 4</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
1	<p>1 51st Avenue south -- or west of the river -- have to come 2 to 51st Avenue to access Phoenix. So we have a lot of 3 traffic on 51st Avenue.</p> <p>4 But, yeah, the benefits of getting that freeway 5 in here is -- this community would be so much more 6 vibrant. There's so many people that live out here, but 7 there's just no infrastructure.</p> <p>8 That's it.</p> <p>9 THE COURT REPORTER: Did you want to leave your 10 names?</p> <p>11 MS. CLARK: Oh, Nancy Clark.</p> <p>12 THE COURT REPORTER: C-l-a-r-k?</p> <p>13 MS. CLARK: Yes.</p> <p>14 MR. CLARK: And Michael Clark.</p> <p>15 THE COURT REPORTER: Thank you.</p> <p>16 MS. CLARK: I just wish they would get it done 17 already. I might be selling my house. Seriously, I think 18 I've had it with waiting and hoping things are going to 19 change and get better. I think I'm at the point where my 20 house is going on the market and, unfortunately, for not 21 as much money as I would have hoped for because nobody 22 wants to live out here -- I shouldn't say "nobody," but it 23 sure is limited. It's like living in the boonies.</p> <p>24 Thank you.</p> <p>25 THE COURT REPORTER: You're welcome.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>Shonna Clifford Document Created: 7/23/2013 10:35:06 PM by Web Comment Form</p> <p>I can only think of negative consequences to the Loop 202 South Mountain freeway being built on its current alignment, including, but not limited to, the following:</p> <p>1 Decreased property values, my home is within 0.2 mile proximity</p> <p>2 Increased noise and air pollution, especially since this will turn into a truck bypass</p> <p>3 Increased crime rates</p> <p>4 Increased exposure to toxic chemicals and airborne particulates, increasing disease</p> <p>5 Increase in surface street traffic since there are fewer outlets</p> <p>6 If a bypass route is needed, it should be further south</p> <p>7 Cost is prohibitive</p> <p>8</p> <p>9</p>

Code	Issue	Response
1	Property Values	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138–47; “Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor”). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
2	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Air Quality	
4	Purpose and Need, Truck Bypass	
5	Neighborhoods/Communities	
6	Health Effects	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
7	Traffic	In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system. The City study found no adverse effects on the local street system from the freeway (see Appendix 3-1 in the Final Environmental Impact Statement).
8	Alternatives	The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Final Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.
9	Costs	The project is completely funded through federal sources and a local ½-cent sales tax, as programmed in the Arizona Department of Transportation 5-year Transportation Facilities Construction Program and the Maricopa Association of Governments <i>Regional Transportation Plan</i> .

Code	Comment Document
<div style="display: flex; flex-wrap: wrap;"> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; margin: 2px; display: flex; align-items: center; justify-content: center;">1</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; margin: 2px; display: flex; align-items: center; justify-content: center;">2</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; margin: 2px; display: flex; align-items: center; justify-content: center;">3</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; margin: 2px; display: flex; align-items: center; justify-content: center;">4</div> </div>	<p style="text-align: right; font-size: small;">Document Created: 6/10/2013 1:25:17 PM by Web Comment Form</p> <p>Emily Cobb</p> <p>Please, please, please stop the project to build the South Mountain freeway. As an avid South Mountain hiker it would be devastating to have a highway ruin this amazing park and destroy wildlife. I am incredibly concerned about the noise and air pollution impact on Ahwatukee.</p>

Code	Issue	Response
1	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Biology, Plants, and Wildlife	
3	Noise	
4	Air Quality	

Code	Comment Document
1	<p>Donna Cobos Document Created: 5/21/2013 12:40:19 PM by Web Comment Form</p> <p>We definitely need a freeway out here to alleviate some of the traffic on the 10. I have lived between Warner & Elliot east of 48th St. since 1983 and what used to be a 20 minute drive downtown is now more like 45 minutes to an hour during rush hour-talk about air quality-no one seems to worry about us folks that live along the 10 but with the traffic backed up every day and night, it can't be good so it just makes sense to keep that traffic moving and make it faster to get to downtown. I'm sorry for the people that will be displaced but this freeway really needs to be built thru.</p>


Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>To: Arizona Department of Transportation South Mountain Freeway Study 1655 West Jackson Street MD126F Phoenix, Arizona 85007</p> <p>Re: Environmental Impact Statement (“EIS”) Loop 202/South Mountain Freeway</p> <p>Date: June 14, 2010</p> <p>The purpose of this letter is to inform you that I am a property owner in the Laveen area of Phoenix. The property I own is located at 59th Avenue and Baseline Road.</p> <p>I am supportive of the Loop 202/South Mountain freeway, with the alignment through Laveen known generally as the 59th Avenue Alignment.</p> <p>I have many reasons for my support of the Loop 202 Freeway:</p> <ul style="list-style-type: none"> • Access to the Region. The Laveen area needs improved access to the Metro Phoenix Region. Currently, despite the recent growth in Laveen, there is no Freeway to provide access to the employment, service and entertainment centers in Downtown Phoenix, Sky Harbor Airport, the Loop 101 Corridor (West Valley), and/or the Loop 202 Corridor in the Southeast Valley. The Loop 202/South Mountain Freeway will connect the Laveen area to the Metro Phoenix Region. • Congestion/Bottleneck in Downtown Phoenix. The I-10 Freeway has become a major bottleneck at many locations: in Downtown Phoenix (at the Deck Park Tunnel), on the I-10 West out to the 101 Stack, and certainly at the Broadway Curve and Superstition Freeway Interchange. The Loop 202/South Mountain Freeway will help relieve these major bottlenecks and also support future growth. • Long-Range Planning. The Loop 202/South Mountain Freeway has been on all of the transportation plans from ADOT, MAG and the City of Phoenix dating back to the 1980s (or even earlier). The Loop 202 Freeway has been approved by the voters of Maricopa County on at least two separate occasions. Many long-range planning decisions have been put in place over the years based on the ultimate construction of the Loop 202 Freeway, including zoning and other land-use decisions by the City of Phoenix and property owners to provide commercial, industrial, multifamily and other appropriate land uses directly adjacent to the Loop 202 Freeway. The Loop 202 Freeway supports this approach to long-range planning. • Infrastructure/Investment. The City of Phoenix and the private property owners have continued to work to bring the needed infrastructure to the Laveen area to support and add to the \$2 Billion investment in the Loop 202 Freeway. This is a model for

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p style="text-align: center;">- 2 - July 22, 2013</p> <p>public/public/private partnership—again, at all levels of government and with the strong support of private property owners. The Loop 202/South Mountain Freeway will be a major stimulus to significant local government investment and private development investment.</p> <ul style="list-style-type: none"> • Jobs. The Loop 202/South Mountain Freeway is a fully funded \$2 Billion Freeway Infrastructure project that will bring an estimated 30,000 jobs to our region. These are much-needed jobs for our community and our families. • Laveen Community/Services. The Loop 202/South Mountain Freeway will allow the Laveen area to obtain the development and services that are needed to support this growing community, including retail services, healthcare services, additional educational opportunities, and certainly enhanced municipal and other government al services. The Loop 202 Freeway will bring these vital services to Laveen. • Air Quality. The Loop 202/South Mountain Freeway would reduce congestion on I-10, the Broadway Curve and the Deck Park Tunnel, and keep traffic moving. This will actually improve air quality in this region. The EIS has concluded that the No-Build Alternative would not meet the State of Arizona’s air quality implementation plan. <p>Please contact me directly at 602-264-4411 or e-mail at rcochran@kitchell.com if you have any questions regarding my property or my support for the Loop 202/South Mountain Freeway.</p> <p>Thank you.</p> <p>Ryan Cochran Director of Development</p> <p>CC: Governor Jan Brewer ADOT Director John Halikowski MAG Director Dennis Smith MAG Chair Marie Lopez Rogers, Mayor of Avondale FHWA Administrator Victor Mendez Congressman Ed Pastor Congresswoman Ann Kirkpatrick Congressman Raul Grijalva Representative Ruben Gallego Representative Catherine Miranda Senator Leah Landrum-Taylor Mayor Greg Stanton Councilman Michael Nowakowski Councilman Michael Johnson Phoenix City Manager David Cavazos</p>

Code	Issue	Response

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: A Vision for a better future Date: Thursday, July 11, 2013 1:44:32 PM Attachments: image001.png</p> <hr/> <p>Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov </p> <hr/> <p>From: Gail Cochrane [mailto:gcochrane@cox.net] Sent: Thursday, July 11, 2013 1:44 PM To: Projects Subject: A Vision for a better future</p> <p>I believe the community of Ahwatukee is better served without this proposed freeway. Thirty years ago there was nothing this side of South Mountain except big farms and ranches. What will it be like thirty years out?</p> <p>Will Ahwatukee be encircled by eight lanes of freeway with the attendant billboards and quick stop exits featuring Subways, Dairy Queens, Chevrons and Love's truckstops? How many years will it be before the proposed South Mountain freeway suffers gridlock at rush hour? Will future generations really benefit from more vehicles idling on more miles of freeway?</p> <p>I believe the transportation money should be invested in expanding our current light rail system, providing a network of speedy trains that whisk commuters and families around the mountain into downtown, the U-district and to entertainment and sporting venues around the Valley. This is the future of metropolitan areas.</p> <p>Instead of freeway construction, the community of Ahwatukee should invest in retail spaces with shade and character so locals decide to stay here instead of driving to Scottsdale for dinner. We should encourage local small businesses as the community would grow richer and more integrated.</p> <p>Slicing into South Mountain and upending sacred Native spaces is extremely shortsighted. Imagine if thirty years from now, our legacy was a decision by all involved to maximize the benefits of proximity to South Mountain Park. School kids would have the opportunity to learn about the habitat of the Sonoran Desert, our abundance of wildlife, the ancient geology of South Mountain and the Native American history on the land. Enhanced trailheads should better serve this scenic area's many hikers. These are investments in our future. I just don't see the benefits of a freeway to this community.</p> <p>We've learned alot since the time the Valley's transportation plan was made, and every freeway we build is soon clogged and needing to be expanded. Where</p>

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Code	Issue	Response
1	Visual Resources	<p>The State of Arizona (through the Arizona Department of Transportation) administers an Outdoor Advertising Program as mandated by the Federal Highway Beautification Act. Arizona's program provides regulations for the permitting, placement, and maintenance of outdoor advertising signs along Interstate highways as well as State highways within Arizona. The State statutes (Arizona Revised Statutes §§ 28-7901 through 28-7915) and the State rules (R17-3-701 and R17-3-701.01) provide that the Arizona Department of Transportation must regulate any sign that is within view of, directed at, and intended to be read from the main traveled way of a controlled highway. (A controlled highway is any highway that is part of the National Highway System along with specific State routes. The South Mountain Freeway would be both a State route and part of the National Highway System.)</p> <p>While the Arizona Court of Appeals did decide in November 2011 that electronic billboards violate the 1970 Arizona Highway Beautification Act, a new law was passed by the State Legislature that banned such billboards in much of the state but allowed them in most of Maricopa County and parts of Pinal, Yuma, and La Paz counties. Weeks later, the Phoenix City Council created a zoning ordinance to regulate such billboards on city streets and highways. Chapter 7, Section 705, of the Zoning Ordinance of the City of Phoenix does not permit billboards to occupy public property or to extend across a property line where such property line borders a public highway. Electronic messages are permitted only on land zoned as commercial or industrial or zoned as a nonresidential use in Residential Districts. Under current zoning, this eliminates most, if not all, of the land along the E1 Alternative. Such signs might be permissible along portions of the W59 Alternative. Such signs may not be illuminated between 11 p.m. and sunrise "when (1) located within one hundred fifty (150) feet of Single Family Residential zoned property and (2) visible from such development or property."</p> <p>Erection and operation of any billboards on Gila River Indian Community land would be subject to regulation by the Gila River Indian Community.</p>
2	Purpose and Need	<p>Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22).</p> <p>Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.</p>

Code	Comment Document
	<p data-bbox="428 429 1205 485">does that stop? Must we reinvent Southern Cal and their transportation nightmares? Thanks for your consideration. I hope you too can envision a better future.</p> <p data-bbox="491 506 630 530">Gail Cochrane</p> <hr data-bbox="428 590 1292 594"/> <p data-bbox="428 620 1292 687"><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

Code	Issue	Response
3	Purpose and Need, Lack of Support	<p data-bbox="1961 294 2909 419">The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>
4	Alternatives, Nonfreeway Alternatives	
5	Section 4(f) and Section 6(f)	
6	Cultural Resources	
7	Alternatives	<p data-bbox="1961 677 2909 889">The proposed freeway is part of the <i>Regional Transportation Plan</i> for the Maricopa Association of Governments region. The <i>Regional Transportation Plan</i>, as described on pages 1-5 and 1-10 of the Final Environmental Impact Statement, addresses freeways, streets, transit, airports, bicycle and pedestrian facilities, freight, demand management, system management, and safety. The proposed freeway is only one part of the overall multimodal transportation system planned to meet the travel demand needs of the Maricopa Association of Governments region.</p>

Code	Comment Document
<div style="display: flex; flex-direction: column; align-items: center;"> <div style="display: flex; gap: 5px;"> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">1</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">2</div> </div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin: 5px 0;">3</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">4</div> </div>	<p>From: Projects To: ADOT Subject: FW: Proposed freeway through the west end of South MTn Date: Monday, May 20, 2013 8:37:24 AM</p> <hr/> <p>From: mayacoffey@cox.net [mailto:mayacoffey@cox.net] Sent: Friday, May 17, 2013 8:40 PM To: Projects Subject: Proposed freeway through the west end of South MTn</p> <p>ADOT, I am voicing my opposition to the proposal of the freeway to the SE of South Mountain. It will disturb the pristine quiet beauty of this wonderful park that is so unique. It will not only be an eye sore but also will bring more noise to the area disturbing the wild life. I have lived in this valley for 30 years and South Mountain was the first park I have visited. I have hike all sections of this precious park and would be devastated if some sections were ruined.</p> <p>I understand the need for better commuting routes but surely the government could spend a little more money to divert the freeway further west We need future generations to enjoy what many of us are enjoying today. Please realize that such a change to our park will be regretted by so many of residents for generations to come. Let's keep our park as it is to be enjoyed by future generations. It will recognized as a important step by people all over this country as well. Thanks, A concerned citizen. Maya Coffey</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

Code	Issue	Response
1	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Visual Resources	Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-161 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.
3	Biology, Plants, and Wildlife	Limited research has been conducted on the relationships of highways, traffic volume, noise, and impacts on wildlife. Some studies have alluded to noise as being harmful to wildlife populations, but most information to date has documented impacts on songbirds (Reijnen et al. 1995a, 1996) where densities next to highways were lower for 60 percent of the species, and species richness was a third lower. The “noise effect zone” adjacent to highways varied greatly by vegetative type (Reijnen et al. 1995b) as well as traffic volume (Reijnen et al. 1995a). These factors then relate to the noise impact distance on wildlife, extending 0.25 mile (1,320 feet) with 8,000 to 15,000 vehicles per day, 0.40 mile (2,112 feet) with 15,000 to 30,000 vehicles per day, and 0.75 mile (3,960 feet) with greater than 30,000 vehicles per day (Forman and Deblinger 2000; Forman et al. 1997). As such, with the projected high use of the corridor, noise impacts from traffic are anticipated to have a considerable effect on all species of wildlife, ranging from song birds to eagles to large mammals including mule deer, and may limit their use of adjacent habitats.
4	Alternatives, Nonfreeway Alternatives	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: Loop 202 freeway through Ahwatukee Date: Monday, June 24, 2013 9:04:57 AM</p> <hr/> <p>Thank you, Felicia Beltran Senior Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-319-7709 azdot.gov </p> <hr/> <p>From: Dan Coffey [mailto:aci2@cox.net] Sent: Saturday, June 22, 2013 10:45 AM To: Projects Cc: aci2@cox.net Subject: Loop 202 freeway through Ahwatukee</p> <p>Hi ADOT,</p> <p>I am against building this freeway through my community. I like the small town atmosphere. I don't want noise, truckers disrupting this community. I don't feel you are listening to the community that you are effecting. It seems you are going to build this ancient, non-useful freeway through a mountain that we just don't need. This community will end up a commercial park and you will drive out residents. Please listen and don't build.</p> <p>Sincerely,</p> <p><i>Dan Coffey</i></p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

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Code	Issue	Response
1	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Alternatives, Truck Bypass	
3	Purpose and Need, Lack of Support	
4	Section 4(f) and Section 6(f)	

Code	Comment Document
	Document Created: 7/24/2013 12:37:55 PM by Web Comment Form
1	<p>My name is Tamara Coffman and I live at 1308 W Deer Creek Road, Phoenix AZ. I am in opposition to the proposed South Mountain Freeway. I purchased my home in Ahwatukee July 2011, moving from NJ to AZ. At no time did the Real Estate agent or the Home Owner's Association disclose that a major freeway was under consideration with the potential to be built so close to my house. In talking with various neighbors, they have said they were all made aware when they made the original purchase for their house 14 years prior. They have also said that they were made aware that their homes were right in the line of the proposed freeway. I attended the ADOT session on May 21 and was told alignment with my home was still under consideration.</p> <p>I am a member of PARC and I oppose the freeway for the following reasons:</p> <ul style="list-style-type: none"> •The current proposed alignment through Ahwatukee will create a thoroughfare for the CANAMEX truck bypass. This will bring unregulated diesel trucks from Mexico into Phoenix and trucks will use it as a bypass for downtown Phoenix. I am greatly concerned about the amount of pollution they will put into the air. I am even more concerned about the amount of hazardous materials that they are carrying. There is no way out of Ahwatukee if there is an accident. This is too dangerous. •Blasting through 3 ridges of South Mountain is an unnecessary and irresponsible action that would permanently disfigure South Mountain, destroying the integrity of the park, the mountain, and its ecosystem. Currently, there is little pollution in our area. Once the freeway goes through, the desert life will be destroyed. I don't believe the result of the EPA study either. I think it is outdated and doesn't take into consideration the amount of schools and people living so close to the freeway. What is Phoenix going to do when they lose freeway funding because the pollution levels exceed what is acceptable. The report also recorded acceptable levels of noise proposed by an 8-lane freeway. All you need is one night listening to the coyotes howl or owls calling and you realize how the sound travels in this area. The noise will be amplified. There is no proper plan to preserve the wells and water retention ponds in the area. There are no plans for bike paths. Basically this freeways blasts 8-lanes through a beautiful community just so people can get to work 10 minutes faster. •I also believe that this is a significant waste of taxpayers' dollars to build this freeway. I travel frequently for work and am in a different city every week. Every city has issues with morning and evening rush hour traffic. The problem isn't the roads the problem is the ability to offer options outside of cars. Building transit hubs along the freeway, along with high speed rail would be money better spent. This would then need to be continued downtown so folks can easily walk to their office buildings. To make this freeway worthwhile, people would need to backtrack and go away from downtown as far up as the Broadway Curve. That will add close to 10 miles to each person's commute – 20 miles daily – 100 miles weekly – 400 miles monthly – 5,000 miles annually. It's not so much the gas bill that would be the problem (\$570/est at \$3.65) but the wear and tear on a car. Phoenicians won't use this freeway. That

Code	Issue	Response
1	Neighborhood	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
2	Trucks	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Air Quality	
4	Purpose and Need, Truck Bypass	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Hazardous Materials	
6	Section 4(f) and Section 6(f)	
7	Visual Resources	Draft Environmental Impact Statement pages 4-157 and 4-158 state that construction of the proposed road cuts at the western end of the South Mountains would cause "severe visual impacts" and that these cuts "would be visually inconsistent with the natural setting of the surrounding area." These impacts would, however, be in a remote, seldom-used area of the Phoenix South Mountain Park/Preserve and not near any major trails. General mitigation measures to minimize these visual impacts are described on page 4-158. These measures would include the incorporation of newly exposed rock faces characteristic of the adjacent natural rock features. Contractors would respond to the faces' scale, shape, slope, and fracturing to the extent that could be practicable and feasible as identified through geotechnical testing and constructibility reviews. The Arizona Department of Transportation would require the contractor to round and blend new slopes to mimic the existing contours to highlight natural formations. The Arizona Department of Transportation would evaluate having the contractor adjust and warp slopes at intersections of cuts and natural grades to flow into each other or transition with the natural ground surfaces without noticeable breaks. A local example of such treatment would be the cuts associated with Dreamy Draw on State Route 51 in northern Phoenix.
8	Biology, Plants, and Wildlife	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
9	Noise	

Code	Comment Document
14	means the freeway won't be utilized as it was intended and it will be a \$1B road to nowhere. The largest farce in the nation.
15	<p>•Market value was mentioned in the report as remaining stable. There is already proof that this is an inaccurate statement. Goldman Ranch had homes purchased by ADOT when some homeowners claimed financial hardship. That option was not presented to all homeowners and those homes now make it difficult for other owners to sell at a reasonable price.</p> <p>Business at 32nd street are unable to make decisions because there is no planned exits that lead to their business. You can see at the corner of Chandler/Desert Parkway the number of vacant tenants in the business malls that dot that intersection. There is no reason these shouldn't be booming with replacement business to support our area. The only reason is everyone is afraid of the potential impact of the freeway. If there are not appropriate exists, if this decision goes on forever....no one can move forward with decisions.</p>
16	<p>•ADOT, the City of Phoenix and everyone involved in this process owe the residents of Ahwatukee a no build option. Stop planning, stop wasting tax payer dollars, stop development of this road to nowhere. Put engineers minds, hearts and souls into a wide scale public transit system that is the first of its kind, that is the envy of the nation. We don't want to be known for the city that blasted into a nationally revered park, destroyed a beautiful community, let our children breathe polluted air, spent \$1B on a road to nowhere and lost all freeway funding.</p>
17	<p>•ADOT, the City of Phoenix and everyone involved in this process owe the residents of Ahwatukee a no build option. Stop planning, stop wasting tax payer dollars, stop development of this road to nowhere. Put engineers minds, hearts and souls into a wide scale public transit system that is the first of its kind, that is the envy of the nation. We don't want to be known for the city that blasted into a nationally revered park, destroyed a beautiful community, let our children breathe polluted air, spent \$1B on a road to nowhere and lost all freeway funding.</p>
	<p>Tamara Coffman tel: 609.610.6604 tamaracoffman@yahoo.com</p>

Code	Issue	Response
10	Groundwater	If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner would be compensated by drilling a new well according to State regulations/standards. (See text box on Draft Environmental Impact Statement page 4-108.) The Arizona Department of Water Resources would undertake measures to improve surface water quality and maintain retention, detention, and stormwater facilities during construction through erosion and sediment control plans and through the municipal separate storm sewer systems program. Municipalities operating municipal separate storm sewer systems within local urbanized areas designated by the Arizona Department of Environmental Quality or U.S. Environmental Protection Agency are required to obtain individual discharge permits. This municipal separate storm sewer systems program includes monitoring activities and protection of facilities associated with the municipal separate storm sewer system operated by the Arizona Department of Transportation through its Stormwater Management Program. The program includes best management practices and monitoring outfalls. See Draft Environmental Impact Statement pages 4-95 and 4-96. If an action alternative were to become the Selected Alternative, during project implementation a Stormwater Pollution Prevention Plan that would establish best management practices for sediment and erosion control would be completed. These best management practices would be in place and maintained for the duration of construction to ensure that erosion and pollution from sediment and other pollutants running downstream would be minimized. The proposed project would require water quality certification under Section 401 of the Clean Water Act (see Draft Environmental Impact Statement pages 4-110 through 4-412).
11	Design	The study has considered concepts for parallel multiuse paths; however, the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Draft Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.
12	Purpose and Need, Lack of Support	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document

Code	Issue	Response
13	Alternatives	Federal regulations stipulate that an environmental impact statement shall “rigorously explore and objectively evaluate all reasonable alternatives” (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the <i>Regional Transportation Plan</i> and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
14	Purpose and Need, Lack of Support	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
15	Acquisitions and Relocations	
16	Design	<p>The interchange locations for the proposed freeway are (see Figure 3-28, on Draft Environmental Impact Statement page 3-51):</p> <ul style="list-style-type: none"> • Interstate 10 (Maricopa Freeway)/State Route 202L Traffic Interchange • 40th Street • 24th Street • Desert Foothills Parkway • 17th Avenue • 51st Avenue • Elliot Road • Dobbins Road • Baseline Road • Southern Avenue • Broadway Road • Lower Buckeye Road • Buckeye Road • Van Buren Street • Interstate 10 (Papago Freeway)/State Route 202L Traffic Interchange <p>The determination to not include an interchange at 32nd Street was made in coordination with the City of Phoenix (see Figure 3-8 on page 3-15 of the Draft Environmental Impact Statement). The interchange was eliminated based on undesirable residential displacements and cost.</p> <p>In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the freeway on the local street system, including the shift of access to Foothills Reserve and Calabrea from Pecos Road to Chandler Boulevard. The City study found no adverse effects on the local street system from the proposed freeway (see Appendix 3-1 in the Final Environmental Impact Statement).</p>

Code	Comment Document

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

Code	Comment Document
1	<p>Terry Cole Document Created: 5/21/2013 3:06:26 PM by Web Comment Form I live in Chandler, and I support the new South Mountain Freeway. The longer you wait the more expensive it gets!</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
<p style="text-align: center;">1</p>	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 506 1345 667"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 7/23/13</td> <td data-bbox="857 506 1345 572">INCOMING CALL TIME: 10:14 AM</td> </tr> <tr> <td data-bbox="376 572 857 620">CALLER: WARREN COLE</td> <td data-bbox="857 572 1345 620">CALLER ADDRESS: 327 WEST SWAN DRIVE, CHANDLER, ARIZONA</td> </tr> <tr> <td data-bbox="376 620 857 667">PHONE:</td> <td data-bbox="857 620 1345 667">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I am in support of the South Mountain freeway.</p>	INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 10:14 AM	CALLER: WARREN COLE	CALLER ADDRESS: 327 WEST SWAN DRIVE, CHANDLER, ARIZONA	PHONE:	EMAIL:
INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 10:14 AM						
CALLER: WARREN COLE	CALLER ADDRESS: 327 WEST SWAN DRIVE, CHANDLER, ARIZONA						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p data-bbox="428 445 826 526"> From: Projects To: ADOT Subject: FW: Build the South Mountain Freeway Date: Wednesday, May 15, 2013 2:26:26 PM </p> <hr/> <p data-bbox="428 626 873 733"> From: Raquel S. Collett [mailto:rscollett@sundt.com] Sent: Wednesday, May 15, 2013 2:04 PM To: Projects Cc: info@buildthe202.com Subject: Build the South Mountain Freeway </p> <p data-bbox="428 818 1261 872"> This is an important project and needs to be started sooner than later. Please help our traffic by starting this project. It's a nightmare to drive in the mornings </p> <hr/> <p data-bbox="428 939 1292 1003"> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p data-bbox="397 328 1336 364">Kelly Collins Document Created: 5/21/2013 3:41:35 PM by Web Comment Form</p> <p data-bbox="397 368 1336 499">As a Laveen resident, it is my understanding that the loop 202 through the laveen area is part of a grand plan. I see the advantages of the project, and am anxious to get this project finally completed! This has been a "loose end" in need of tying for ten years since i moved to Laveen. It's time to tie it up and complete the loop. I opt for the preferred route (57 purple)</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p style="text-align: right;">Document Created: 5/25/2013 11:14:25 PM by Web Comment Form</p> <p>Kelly Collins I've anticipated the South Mountain Freeway project for ten years in Laveen! I'm in favor of the 59th Ave.(preferred)route.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 570">INCOMING CALL DATE: 5/16/13</td> <td data-bbox="857 506 1339 570">INCOMING CALL TIME: 4:59 PM</td> </tr> <tr> <td data-bbox="376 570 857 620">CALLER: KENNETH COLLINS</td> <td data-bbox="857 570 1339 620">CALLER ADDRESS: 1037 W. FARMDALE, MESA, AZ 85210</td> </tr> <tr> <td data-bbox="376 620 857 667">PHONE:</td> <td data-bbox="857 620 1339 667">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support the South Mountain Freeway. Thank you.</p>	INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 4:59 PM	CALLER: KENNETH COLLINS	CALLER ADDRESS: 1037 W. FARMDALE, MESA, AZ 85210	PHONE:	EMAIL:
INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 4:59 PM						
CALLER: KENNETH COLLINS	CALLER ADDRESS: 1037 W. FARMDALE, MESA, AZ 85210						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: South Mountain Freeway Comments Date: Tuesday, April 30, 2013 8:53:19 AM</p> <hr/> <p>From: Condon, Kevin [mailto:Kevin.Condon@Honeywell.com] Sent: Friday, April 26, 2013 2:17 PM To: Projects Subject: South Mountain Freeway Comments</p> <p>Thank you for allowing me to comment on the South Mountain Freeway Draft EIS.</p> <p>I will address my first comments to specific sections of the EIS.</p> <ol style="list-style-type: none"> 1. On page 3-16 Tunneling Under the South Mountain – ADOT did not consider either a double-decker tunnel or a cut & cover tunnel, both of which are being considered for the CA SR 710 project in Pasadena. So this EIS did not adequately address additional tunnel options. 2. On page 3-47 Figure 3-25 – The Profile A cross-section does not match the picture of the overall project at the bottom of the page. Profile A shows that the freeway will be above the existing grade throughout all of Profile A, and, therefore, should be red for an elevated section. However, the overall picture shows that Profile A only has 2 small sections of elevation above the existing ground. 3. Page 3-60 – All of the Traffic Analysis is FLAWED and NEEDS to be redone. The traffic analysis is ALL based on a “hypothetical” SR30 being built by 2035. However, the EIS and MAG admits there is no funding for SR30. Therefore, ALL traffic analysis should be done based on the current funding, which means without SR30 being built. One can’t include in the traffic analysis a mythical freeway, unless that mythical freeway has a fully paid for and approved funding stream, which SR30 does not. According to MAG, “Construction of SR 30 has been shifted beyond FY 2026 but remains within the FY 2031 planning horizon”. However, Proposition 400 funding ends in 2025, so there is NO approved funding for SR 30. So if the SR30 is never built, then the WHOLE design for the South Mountain Freeway is FLAWED and build to the WRONG traffic requirements. This is a MAJOR flaw in the EIS! This EIS SHOULD NOT be published until the traffic analysis is redone without SR30! 4. Page 3-61 Figure 3-37 I-10 – Again the Traffic Analysis is FLAWED! Your analysis shows that on I-10 between 83rd Ave and 75th Ave: <ol style="list-style-type: none"> a. The no-build option and W59 will have essentially the same traffic. So based on this analysis, NO ONE will travel on the W59 South Mountain Freeway on to the I-10 and continue on the Loop101! This is seriously flawed! Other cities with loop roads have shown that people DO travel around the city on the loop. So many people will travel on the South Mountain Freeway around the SW corner of Phoenix and continue on the I-10 to the Loop 101. It is obvious your traffic analysis neglected this group of vehicles. Figure 3-38 shows that 65k vehicles would take the L101 to W101 South Mountain Freeway, but these 65k vehicles magically disappear when the W59 route is chosen. How did these 65k vehicles magically disappear? These 65k vehicles were overlooked in your analysis and should be added to the I-10

Code	Issue	Response
1	Design	A cut-and-cover tunnel would not be feasible based on the geologic (hard rock) conditions of the South Mountains. A double deck tunnel would result in similar or even higher costs and impacts as the tunnels considered in the study. In the State Route 710 project in Pasadena, California, the freeway alternatives that include tunnels cost almost \$4 billion more than the freeway alternative without tunnels.
2	Design	The vertical profile was exaggerated ten times to make it easier to identify differences in elevation. The definition of “at-grade” in these figures is within 10 feet of the existing ground, which allows for pipes and culverts to pass beneath. Sections greater than 10 feet above ground have been noted as “elevated.” Figure 3-25 was revised in the Final Environmental Impact Statement (see page 3-47 in the Final Environmental Impact Statement) to display those sections of the profile that go over the multiuse crossings as elevated. Other sections were evaluated and adjusted as necessary.
3	Traffic	The Federal Highway Administration and the U.S. Environmental Protection Agency approved the air quality conformity determination that includes the Maricopa Association of Governments regional travel demand model that produced the traffic projections used in the traffic analysis for the project (see Draft Environmental Impact Statement page 3-27). Although the Maricopa Association of Governments half-cent sales tax will end in 2025, the region continues to receive substantial funding for freeway construction from state and federal funding sources. State Route 30 is included in Maricopa Association of Government’s adopted <i>Regional Transportation Plan</i> and would be constructed prior to 2035.
4	Traffic	The traffic volumes in Figure 3-37 on Draft Environmental Impact Statement page 3-61 do not provide information related to origins and destinations of vehicles. The section of Interstate 10 between 83rd Avenue and 75th Avenue for the W59 Alternative would include vehicles destined to or coming from State Route 101 Loop. These same vehicles that without the W59 Alternative would use Interstate 10 to get to State Route 101 Loop would also be on this segment of Interstate 10. That is why the total values are approximately the same. Depending on the location of the connection to Interstate 10 (Papago Freeway), different motorists would choose to use the proposed freeway or another route to complete their trip. Therefore, there is not a one-to-one comparison among alternatives. While it seems that vehicles have been removed, they have decided to use an alternative route, including arterial streets or other freeways. A similar response explains the noted differences between the W71 and W101 Alternatives.

Code	Comment Document
5	<p>traffic.</p> <p>b. The W71 and W101 options will have essentially the same traffic. So based on this analysis, NO ONE will travel on the W71 South Mountain Freeway on the I-10 and continue on the Loop101! This is seriously flawed! Other cities with loop roads have shown that people DO travel around the city on the loop. So many people will travel on the South Mountain Freeway around the SW corner of Phoenix and continue on the I-10 to the Loop 101. It is obvious your traffic analysis neglected this group of vehicles. Figure 3-38 shows that 65k vehicles would take the L101 to W101 South Mountain Freeway, but these 65k vehicles magically disappear when the W71 route is chosen. How did these 65k vehicles magically disappear? These 65k vehicles were overlooked in your analysis and should be added to the I-10 traffic.</p> <p>c. The analysis needs to be redone WITHOUT the SR30 being built.</p> <p>5. Page 3-61 Figure 3-37 Chandler Blvd</p> <p>a. No analysis was done on the NEW Chandler Blvd between 17th and 29th Ave. This needs to be done and presented.</p> <p>b. The 3 western options will have NO impact on the traffic on Chandler Blvd, but your FLAWED analysis says the 3 western routes will impact traffic all the way over on Chandler Blvd at 48th St. In fact, your flawed traffic analysis shows the 3 western routes will impact traffic more at 48th St & Chandler Blvd than 48th St & Baseline Rd or 51st Ave & Buckeye Rd.</p> <p>6. Page 3-62 Figure 3-38 – Again the traffic analysis is FLAWED. With W59, why did the traffic DROP from 155k at Van Buren to 120K at I-10? Also, this shows that your analysis estimates that 65k vehicles will take the L101 and continue on the South Mountain Freeway (just subtract W59 from W101), but this is NOT reflected in Figure3-37 in the I-10 traffic for routes W59 and W71. Where did these 65k vehicles go in W59 and W71?</p> <p>Kevin Condon Honeywell Aerospace Principal Systems Engineer 111 S. 34th St. M/S 503-3K Phoenix, AZ 85034 Phone: (602) 231-4379 Mobile: (480) 287-4174 Email: kevin.condon@honeywell.com</p> <p>This e-mail message and any attachment(s) are for the use of the intended recipient(s) and may contain proprietary and/or confidential information, which may be privileged or otherwise protected from disclosure. Further, information contained herein, including attached files, may be controlled by U.S. Export Control laws. Any unauthorized review, use, disclosure or distribution of this communication in whole or in part without the express written consent of Honeywell, or the U.S. Government as required, is prohibited. If you are not the intended recipient(s), please contact the sender by reply email and destroy the original message and any copies of the message as well as any attachment(s) to the original message.</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus</small></p>
6	

Code	Issue	Response
5	Traffic	Figure 3-37 was revised in the Final Environmental Impact Statement to include traffic projections for the new section of Chandler Boulevard between 17th and 29th Avenues (see page 3-61 in the Final Environmental Impact Statement). There was no difference among the three action alternatives at the noted locations. However, any of the Western Section action alternatives, combined with the E1 Alternative, would reduce traffic along Chandler Boulevard.
6	Traffic	The traffic dropped from 155,000 vehicles at Van Buren Street to 120,000 at Interstate 10 because it is projected that 35,000 vehicles would exit or enter the South Mountain Freeway at Van Buren Street.

Code	Comment Document
1	<p>Charles Conn Document Created: 5/22/2013 4:57:15 PM by Web Comment Form</p> <p>It makes absolutely no sense why W71 or W59 would be used !! Apparently none of the people making the decision have to commute from 59th Ave. to the 101 Loop on I-10 or in the opposite direction. That commute is a weekday mess with MANY car wrecks. The W101 is the ONLY one that uses common sense.</p>

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

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 6/17/13</td> <td data-bbox="857 506 1339 572">INCOMING CALL TIME: 3:42 PM</td> </tr> <tr> <td data-bbox="376 572 857 620">CALLER: ROBERT CONNELLY</td> <td data-bbox="857 572 1339 620">CALLER ADDRESS: 16451 W. WILSHIRE DRIVE, GOODYEAR</td> </tr> <tr> <td data-bbox="376 620 857 669">PHONE:</td> <td data-bbox="857 620 1339 669">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support the South Mountain freeway project. Thank you.</p>	INCOMING CALL DATE: 6/17/13	INCOMING CALL TIME: 3:42 PM	CALLER: ROBERT CONNELLY	CALLER ADDRESS: 16451 W. WILSHIRE DRIVE, GOODYEAR	PHONE:	EMAIL:
INCOMING CALL DATE: 6/17/13	INCOMING CALL TIME: 3:42 PM						
CALLER: ROBERT CONNELLY	CALLER ADDRESS: 16451 W. WILSHIRE DRIVE, GOODYEAR						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p style="text-align: center;">1</p>	<p>From: Projects To: ADOT Subject: FW: I Support the S. Mtn. Freeway Date: Wednesday, May 22, 2013 10:51:39 AM</p> <hr/> <p>From: Victor Jett Contreras [mailto:victorcontrerasaz@gmail.com] Sent: Tuesday, May 21, 2013 1:42 PM To: Projects Subject: I Support the S. Mtn. Freeway</p> <p>Hello, my name is Victor Contreras and my address is 1425 E. Baseline Rd. Phoenix, AZ 85042. Unfortunately, I can not make it to the public comment event, but wanted to express my support for the proposed South Mountain Freeway.</p> <p>I'm not a resident of Laveen but I'm affected by the lack of a freeway. I am a resident of South Phoenix and live on Baseline Rd. which is the southernmost major arterial street in the city. Many of Laveen's residents have to use Baseline Rd. because it's the most accessible street in Laveen and the only east-west street that connects to the I-10 (East or West). This has created many traffic problems along the Baseline Corridor and increased drivetime for all residents south of the Salt River.</p> <p>Also, because of the lack of the South Mountain Freeway, many amenities, restaurants, and important health and educational developments have not been built. This not only affects people in Laveen but also us in South Phoenix, since many of us have to travel out of our community (or neighboring community) in order to eat at nice restaurants, watch a movie with our families or go to a hospital emergency room.</p> <p>The proposed freeway would help alleviate traffic, provide more amenities, and greater access to important community institutions like a hospital and community college.</p> <p>One last point, as a real estate agent who also sells homes in Laveen, I have always informed my clients about the proposed freeway alignments. Some clients decided to look elsewhere, further from proposed alignments, and some decided to buy in the area knowing that they may have to move. For me it's unconscionable, for people in Laveen or Ahwatukee to feign surprise or anger that they may have to move because of the freeway alignment. Residents in all parts of town near the proposed freeway have had every opportunity and the responsibility to do their due diligence prior to buying a home in the proposed alignments.</p> <p>Thank you,</p> <p>Victor Contreras</p> <p>-- All the best,</p> <p>Victor Jett Contreras Direct - (480) 766-0719</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: Sierra Club on behalf of Kathleen Conway To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Wednesday, July 24, 2013 10:05:41 AM</p> <hr/> <p>Jul 24, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>I LOVE hiking in South Mountain. I can recall how lovely Baseline Road was when the fragrance of orange blossoms permeated the air. It has been sad to watch the area fall prey to developers who construct tacky tacky houses and follow them up with standard issue chain stores and small malls. I understand how important it is to have a viable transport plan, but imply laying down miles of tar or macadam roads is a foolish, archaic, cheap for the moment but disastrous for the future option. We need a 21st century approach that includes mass transport (avoiding buses) -preferably trains, trolleys, light rail or some other option powered by solar and alternative energies.</p> <p>2</p> <p>3 The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.</p> <p>4</p> <p>5 South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.</p> <p>6</p> <p>7 The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.</p> <p>8</p> <p>9 The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.</p>

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

Code	Comment Document
<p>1</p>	<p>Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</p> <p>Sincerely,</p> <p>Ms. Kathleen Conway 909 W Harvard Dr Tempe, AZ 85283-1791</p>

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

Code	Comment Document
	<p>From: Sierra Club on behalf of M.A. Cook To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Monday, June 03, 2013 4:11:53 PM</p> <hr/> <p>Jun 3, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>2 The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.</p> <p>3</p> <p>4 South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.</p> <p>5</p> <p>6 The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.</p> <p>7</p> <p>8 The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.</p> <p>1 Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</p> <p>Phoenix must maintain some of our state's amazing beauty and support our need to enjoy it in this lovely preserve. Its accessibility alone merits us keeping as a haven for future generations.</p> <p>Please maintain the integrity of this natural and vital place.</p> <p>Sincerely,</p>

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

Code	Comment Document
	<p data-bbox="428 451 634 540">Ms. M A Cook 4220 E Patricia Jane Dr Phoenix, AZ 85018-3758 (602) 957-8312</p>

Code	Issue	Response
8	Neighborhoods/ Communities	<p data-bbox="1961 290 2893 808">Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.</p>

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td>INCOMING CALL DATE: 5/17/13</td> <td>INCOMING CALL TIME: 1:54 PM</td> </tr> <tr> <td>CALLER: DAN COOK</td> <td>CALLER ADDRESS: 55240 N. QUAIL RUN ROAD, PARADISE VALLEY, AZ 85253</td> </tr> <tr> <td>PHONE:</td> <td>EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support the freeway and the traffic alleviation that it would create and also the jobs and so I would like you to consider supporting that also. Thanks. Bye.</p>	INCOMING CALL DATE: 5/17/13	INCOMING CALL TIME: 1:54 PM	CALLER: DAN COOK	CALLER ADDRESS: 55240 N. QUAIL RUN ROAD, PARADISE VALLEY, AZ 85253	PHONE:	EMAIL:
INCOMING CALL DATE: 5/17/13	INCOMING CALL TIME: 1:54 PM						
CALLER: DAN COOK	CALLER ADDRESS: 55240 N. QUAIL RUN ROAD, PARADISE VALLEY, AZ 85253						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td>INCOMING CALL DATE: 7/23/13</td> <td>INCOMING CALL TIME: 6:12 PM</td> </tr> <tr> <td>CALLER: DAVE COOK</td> <td>CALLER ADDRESS: 12742 WEST SOLA COURT, SUN CITY WEST, ARIZONA 85375</td> </tr> <tr> <td>PHONE: 623-322-3449</td> <td>EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support the idea of the South Mountain freeway. Thank you.</p>	INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 6:12 PM	CALLER: DAVE COOK	CALLER ADDRESS: 12742 WEST SOLA COURT, SUN CITY WEST, ARIZONA 85375	PHONE: 623-322-3449	EMAIL:
INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 6:12 PM						
CALLER: DAVE COOK	CALLER ADDRESS: 12742 WEST SOLA COURT, SUN CITY WEST, ARIZONA 85375						
PHONE: 623-322-3449	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p data-bbox="428 439 832 526"> From: Projects To: ADOT Subject: FW: 202 extension Date: Wednesday, May 22, 2013 10:54:18 AM </p> <hr/> <p data-bbox="428 631 801 741"> -----Original Message----- From: Mike Cooley [mailto:leftypar@cox.net] Sent: Tuesday, May 21, 2013 5:34 AM To: Projects Subject: 202 extension </p> <p data-bbox="428 762 646 782"> To whom it may concern, </p> <p data-bbox="211 792 257 842">1</p> <p data-bbox="428 802 988 822"> I would like to see the 202 extension run south of South Mountain. </p> <p data-bbox="428 848 1221 889"> As someone who travels down Baseline road many times a year, I know it would relieve a lot of congestion, certainly many accidents and assuredly fatalities that occur in the road. </p> <p data-bbox="428 909 1299 949"> There are many people in SW Phoenix and Laveen that would be helped greatly in their travels to I-10E and to the southeast valley if this stretch was extended. </p> <p data-bbox="211 959 257 1010">2</p> <p data-bbox="428 969 1252 989"> This would also relieve I-10 truck traffic from L.A. to Tucson on I-10E through town and vice versa. </p> <p data-bbox="428 1020 864 1040"> It would be a great extension to our valley freeways! </p> <p data-bbox="428 1060 630 1080"> Thank you for your time. </p> <p data-bbox="428 1100 506 1120"> Sincerely, </p> <p data-bbox="428 1141 537 1161"> Mike Cooley </p> <hr/> <p data-bbox="428 1231 1283 1322"> Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments. </p>

Code	Issue	Response
1	Alternatives, Gila River Indian Community Alignments	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Purpose and Need, Truck Bypass	

Code	Comment Document						
<p style="text-align: center;">1</p>	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 506 1345 667"> <tr> <td data-bbox="376 506 857 570">INCOMING CALL DATE: 5/15/13</td> <td data-bbox="857 506 1345 570">INCOMING CALL TIME: 7:01 PM</td> </tr> <tr> <td data-bbox="376 570 857 620">CALLER: LOWELL COONAN</td> <td data-bbox="857 570 1345 620">ADDRESS: 1071 S. OAK COURT, GILBERT, AZ 85233</td> </tr> <tr> <td data-bbox="376 620 857 667">PHONE: 480-507-8189</td> <td data-bbox="857 620 1345 667">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support the Loop 202 South Mountain Freeway. Thank you.</p>	INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 7:01 PM	CALLER: LOWELL COONAN	ADDRESS: 1071 S. OAK COURT, GILBERT, AZ 85233	PHONE: 480-507-8189	EMAIL:
INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 7:01 PM						
CALLER: LOWELL COONAN	ADDRESS: 1071 S. OAK COURT, GILBERT, AZ 85233						
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Code	Issue	Response
1		Comment noted.

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1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="369 501 1345 667"> <tr> <td data-bbox="369 501 857 570">INCOMING CALL DATE: 6/15/13</td> <td data-bbox="857 501 1345 570">INCOMING CALL TIME: 11:44 AM</td> </tr> <tr> <td data-bbox="369 570 857 618">CALLER: BOB COOPER</td> <td data-bbox="857 570 1345 618">CALLER ADDRESS: 19255 N. 88TH AVE.,</td> </tr> <tr> <td data-bbox="369 618 857 667">PHONE:</td> <td data-bbox="857 618 1345 667">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I am in total support of the Loop 202 freeway around South Mountain. In fact it has gone on too long, it should have been finished a long time ago. Please move forward quickly with this freeway. Thank you.</p>	INCOMING CALL DATE: 6/15/13	INCOMING CALL TIME: 11:44 AM	CALLER: BOB COOPER	CALLER ADDRESS: 19255 N. 88 TH AVE.,	PHONE:	EMAIL:
INCOMING CALL DATE: 6/15/13	INCOMING CALL TIME: 11:44 AM						
CALLER: BOB COOPER	CALLER ADDRESS: 19255 N. 88 TH AVE.,						
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Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>RECEIVED June 7 / 2013</p> <p>JUN 10 2013</p> <p>AZ Dept of Transportation Director's Office</p> <p>Personel at A. D. O. T.</p> <p>I am a concerned citizen of Ahwatukee voicing my opinion against building the South Mt. Freeway on Pecos Rd. or anywhere near Ahwatukee.</p> <p>This is an outdated plan and needs to be revised so to not be such a bad impact on our health for all who call this our home.</p> <p>This freeway-truck by pass - needs to be built further east and south.</p> <p>I stand with P. A. R. C. in full oposition to South Mt. Freeway.</p> <p>I am a legal citizen and taxpayer of this state. I am also a purple heart veteran and I am someone who believes our government should serve the citizens of our country and not there own private interests, paid for by private trucking companies and others who stand to gain financially.</p> <p>If PARC stages a protest agamto this freeway, I will be there along with several other hundred concerned citizens.</p> <p>"Please" reconider this bad and outdated plan for this area.</p> <p>Sincerely Floyd Corbitt Floyd Corbitt 4220 E. Cedarwood Ln. Phx., AZ. 85048</p>
1	
2	
3	
4	


Code	Issue	Response
1	Purpose and Need, Old Plan or Use of Old Data,	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Health Effects	
3	Alternatives, Gila River Indian Community Alignment	
4	Purpose and Need, Truck Bypass	

Code	Comment Document
	<p>From: Sierra Club on behalf of Valerie O. Cornelius To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Monday, May 27, 2013 2:44:43 PM</p> <hr/> <p>May 27, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>2 The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.</p> <p>3 I highly recommend and strongly encourage you to choose long-term transit solutions!</p> <p>4 South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases. As a respiratory therapist and mother of two asthmatics I have experienced this consequence of pollution!</p> <p>5 The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.</p> <p>6 Thus setting in motion a domino affect across the nation. I have read of numerous other protected areas already fighting to stay protected.</p> <p>7 The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center. This would increase the water shortage problem.</p> <p>8</p> <p>1 Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</p>


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

Code	Comment Document
	<p>Sincerely,</p> <p>Mrs. Valerie O Cornelius 1470 S Palo Verde Ave Apt J209 Tucson, AZ 85713-2370</p>


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

Code	Comment Document
	<p>From: Unger, Audrey C. To: Bailly, Becky Subject: FW: Article for Phoenix Magazine Date: Thursday, July 25, 2013 7:15:49 AM</p> <hr/> <p>Please upload into iRealm. Thanks.</p> <hr/> <p>From: Honsberger, Heather [mailto:Heather.Honsberger@jacobs.com] Sent: Wednesday, July 24, 2013 6:08 PM To: Unger, Audrey C. Subject: Fwd: Article for Phoenix Magazine</p> <p>Tim would like the comment provided thru his email with Phoenix Magazine writer included in the formal record. Essentially recommending commute times on the SMF be included in the document.</p> <p>Thanks, Heather</p> <p>Sent from my iPhone</p> <p>Begin forwarded message:</p> <p>From: Timothy Tait <TTait@azdot.gov> Date: July 22, 2013, 3:59:32 PM MST To: "Honsberger, Heather" <Heather.Honsberger@jacobs.com> Subject: FW: Article for Phoenix Magazine</p> <p>I guess we need to log this as a formal public comment.</p> <p>Timothy Tait, Ed.D. Assistant Communication Director Arizona Department of Transportation 602.712.7070 (office) 602.501.5038 (mobile) news@azdot.gov (media) azdot.gov</p>  <hr/> <p>From: Keridwen Cornelius [mailto:kcornelius@citieswestpub.com] Sent: Monday, July 22, 2013 3:49 PM To: Timothy Tait Subject: Re: Article for Phoenix Magazine</p> <p>OK, great, thanks. So, to confirm, there are no estimated commute times for travel on the South Mountain Freeway? If not, and if I may make a suggestion (since we're in a public comment period), that information would really improve the current Draft EIS.</p>

Code	Issue	Response

Code	Comment Document
	<p>On 7/22/13 3:32 PM, Timothy Tait wrote: I had to go back to the team to get an answer – you posed a great question. Here’s what I learned:</p> <p>For the Laveen trip, travel time was modeled along 51st Avenue and I-10 (Papago Freeway) for both 2010 and 2035. For the Ahwatukee trip, travel time was modeled and calculated along I-10 (Maricopa Freeway) for both 2010 and 2035. Essentially this allows an apples to apples comparison, as opposed to comparing arterial street to freeway travel times for each segment.</p> <p>-Tim</p> <p>Timothy Tait, Ed.D. Assistant Communication Director Arizona Department of Transportation 602.712.7070 (office) 602.501.5038 (mobile) news@azdot.gov (media) azdot.gov</p>  <hr/> <p>From: Keridwen Cornelius [mailto:kcornelius@citieswestpub.com] Sent: Monday, July 22, 2013 2:07 PM To: Timothy Tait Subject: Re: Article for Phoenix Magazine</p> <p>In the second graphic where it talks about commute times with the freeway in 2035, are those numbers based on the estimated time it would take to drive from Laveen and Ahwatukee <i>on the actual South Mountain Freeway</i>, or on the same routes as you show in the non-freeway scenario (surface streets/the I-10), which would be faster thanks to the fact that the South Mountain Freeway would be lessening traffic on those roadways?</p> <p>On 7/22/13 1:51 PM, Timothy Tait wrote: Keridwen,</p> <p>The attached graphic should help to answer your question. Let me know if this makes sense.</p> <p>Thanks, -Tim</p>

Code	Issue	Response

Code	Comment Document
1	<p>Timothy Tait, Ed.D. Assistant Communication Director Arizona Department of Transportation 602.712.7070 (office) 602.501.5038 (mobile) news@azdot.gov (media) azdot.gov</p>  <hr/> <p>From: Keridwen Cornelius [mailto:kcornelius@citieswestpub.com] Sent: Monday, July 22, 2013 12:18 PM To: Timothy Tait Subject: Re: Article for Phoenix Magazine</p> <p>Hi Tim,</p> <p>Just following up with a quick question. I had asked if there was an estimate of commute times from Laveen/Ahwatukee to downtown Phoenix <u>with</u> the South Mountain Freeway. I still couldn't find that info over the weekend. Do you have that info? If you could get back to me as quickly as possible, that would be great, as we are shipping the issue in the next couple days.</p> <p>Thanks!</p> <p>Keridwen</p> <p>On 7/13/13 6:57 PM, Timothy Tait wrote: ADOT is located at 206 South 17th Avenue in downtown Phoenix, south of the state capitol (northeast corner of 18th Avenue and Jackson). Park in any available spot; the main entry is at the flagpoles. -tim.</p> <p>Timothy Tait, Ed.D. Assistant Communication Director Arizona Department of Transportation 602.712.7070 (office) 602.501.5038 (mobile) news@azdot.gov (media)</p> <p>----- Original Message ----- From: Keridwen Cornelius [mailto:kcornelius@citieswestpub.com] Sent: Friday, July 12, 2013 04:24 PM To: Timothy Tait Subject: Re: Article for Phoenix Magazine</p> <p>That sounds great to me. Where is your office? Thanks!</p> <p>On 7/12/13 3:41 PM, Timothy Tait wrote: We are looking at 3:30 p.m. on Wednesday. Would that work for you? We could meet in my office, if that's OK?</p>



Code	Issue	Response
1	Alternatives	Travel times for trips throughout the region, including those that would include use of the proposed freeway are shown in Table 3-8 on Final Environmental Impact Statement page 3-34. The table compares conditions in 2035 with and without the proposed freeway in place.

Code	Comment Document
	<p>Timothy Tait, Ed.D. Assistant Communication Director Arizona Department of Transportation 602.712.7070 (office) 602.501.5038 (mobile) news@azdot.gov (media)</p> <p>From: Keridwen Cornelius [kcornelius@citieswestpub.com] Sent: Thursday, July 11, 2013 4:50 PM To: Timothy Tait Subject: Re: Article for Phoenix Magazine</p> <p>Hi Tim,</p> <p>Sorry about this, but my meeting on Monday just got moved to the afternoon rather than the morning, so if you were thinking of Monday as the day for an interview, then the morning would actually be better that day. My Tuesday and Wednesday schedules remain the same.</p> <p>Thanks!</p> <p>Keridwen</p> <p>On 7/11/13 12:40 PM, Timothy Tait wrote: Keridwen,</p> <p>I can arrange something - either in person or via phone - with the project manager and myself for early next week, if that works for you. Which days/times work best?</p> <p>Thanks, -Tim</p> <p>Timothy Tait, Ed.D. Assistant Communication Director Arizona Department of Transportation 602.712.7070 (office) 602.501.5038 (mobile) news@azdot.gov (media) azdot.gov [http://adotnet/divisions/communications/graphic_standards/Logos/Comm]</p> <p>From: Keridwen Cornelius [mailto:kcornelius@citieswestpub.com] Sent: Thursday, July 11, 2013 10:56 AM To: ADOT News Subject: Article for Phoenix Magazine</p> <p>Hello,</p> <p>My name is Keridwen Cornelius, and I am the editor-in-chief of Phoenix Magazine. I am writing a feature-length article about the South Mountain Freeway for our Hot Topics section, in which we interview people on both sides of a topical or controversial subject. I would like to speak with someone regarding the freeway, either by phone or in person, this week or early next week. Please feel free to contact me by email or phone at your earliest convenience.</p> <p>Thank you very much,</p> <p>Keridwen Cornelius Editor</p> <p>Phoenix Magazine 15169 N. Scottsdale Rd., Ste. C310 Scottsdale, AZ 85254</p>

Code	Issue	Response

Code	Comment Document
	<p>Office: 480-664-3960 Ext. 202 Fax: 480-664-3962 Email: kcornelius@citieswestpub.com mailto:xxxx@citieswestpub.com</p> <p>[cid:part2.03010005.08080401@citieswestpub.com]</p> <p>http://www.phoenixmag.com</p> <p>This message is being sent by Cities West Publishing, Inc. It is intended exclusively for the individuals and entities to which it is addressed. This communication, including any attachments, may contain information that is proprietary, privileged, confidential, including information that is protected under the HIPAA privacy rules, or otherwise legally exempt from disclosure. If you are not the named addressee, you are not authorized to read, print, retain, copy, or disseminate this message or any part of it. If you have received this message in error, please notify the sender immediately by email and delete all copies of this message. This message is protected by applicable legal privileges and is confidential.</p> <hr/> <p>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments. ..</p> <hr/> <p>NOTICE - This communication may contain confidential and privileged information that is for the sole use of the intended recipient. Any viewing, copying or distribution of, or reliance on this message by unintended recipients is strictly prohibited. If you have received this message in error, please notify us immediately by replying to the message and deleting it from your computer.</p>

Code	Issue	Response

Code	Comment Document
1	<p>From: Projects To: ADOT Subject: FW: Draft Environmental Impact Study for the South Mountain Freeway Date: Tuesday, July 23, 2013 3:42:30 PM Attachments: image001.png</p> <hr/> <p>Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov </p> <hr/> <p>From: Sandra Smith [mailto:SSmith@aamaz.com] Sent: Tuesday, July 23, 2013 3:40 PM To: Barbara Russell; Projects Cc: SMF@aol.com Subject: RE: Draft Environmental Impact Study for the South Mountain Freeway</p> <p>Wonderful email - thank you Zacc and Barbara. Please be advised that I have also forwarded to the Lakewood Board of Directors for their information. We appreciate your written support and concern for the Lakewood Community! Thank you</p> <p>Sandra L. Smith, CMCA(r), AMS(tm), CAAM(r) Community Manager AAM, LLC (602) 674-4343 (direct line) (602) 480-821-2334 (602) 957-9191 (main line)</p> <p>-----Original Message----- From: Barbara Russell [mailto:bsuerussell@cox.net] Sent: Tuesday, July 23, 2013 3:30 PM To: projects@azdot.gov Cc: SMF@aol.com Subject: Draft Environmental Impact Study for the South Mountain Freeway</p> <p>To Whom It May Concern:</p> <p>My husband and I have been residents for ten years in the Lakewood Community in Ahwatukee. As you are aware, the Lakewood Community was established in June 1985. The lakes are fed by a "well" or "spring". Our grave concern is the protection of these existing wells or springs to continue as the source for the two lakes in our community.</p> <p>We respectfully request that ADOT protect these existing wells as they review the route for construction of South Mountain Loop 202 Freeway. We recognize the importance of the freeway to the city of Phoenix and State of Arizona. We also recognize the importance of our community lakes and their existing properties including the wells that feed and sustain the lakes in this vital Phoenix community. Any negative change to the lakes would have a devastating impact on our community, residents and their future children.</p> <p>We are proud citizens of our community and will be long term residents well into our retirement in Lakewood Community.</p> <p>Sincerely, Zacc & Barbara Russell 3421 E Wildwood Dr Phoenix, AZ 85048 AssociatedAsset.com HomeownerResources.com</p> <p style="text-align: center;">  </p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

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

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 491 1345 655"> <tr> <td data-bbox="376 491 860 558">INCOMING CALL DATE: 5/18/13</td> <td data-bbox="860 491 1345 558">INCOMING CALL TIME: 2:11 PM</td> </tr> <tr> <td data-bbox="376 558 860 606">CALLER: ELIZABETH [UNCLEAR] CORVILLE</td> <td data-bbox="860 558 1345 606">CALLER ADDRESS: 833 E. CHERYL DRIVE, PHOENIX, AZ 85020</td> </tr> <tr> <td data-bbox="376 606 860 655">PHONE:</td> <td data-bbox="860 606 1345 655">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I'm in favor of expanding the freeway. Thank you. Bye</p>	INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 2:11 PM	CALLER: ELIZABETH [UNCLEAR] CORVILLE	CALLER ADDRESS: 833 E. CHERYL DRIVE, PHOENIX, AZ 85020	PHONE:	EMAIL:
INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 2:11 PM						
CALLER: ELIZABETH [UNCLEAR] CORVILLE	CALLER ADDRESS: 833 E. CHERYL DRIVE, PHOENIX, AZ 85020						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: Sierra Club on behalf of Mark Coryell To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Monday, June 03, 2013 7:11:58 PM</p> <hr/> <p>Jun 3, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>2 The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer.</p> <p>3 ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.</p> <p>4 South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.</p> <p>5 The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.</p> <p>6 The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.</p> <p>7 I have commented repeatedly about this issue. I also attended the 21 May 2013 hearing at the Phoenix Convention Center and presented both oral and written testimony on the South Mountain Freeway. Your agency, ADOT, has already acknowledged that there will be a negative environmental impact on my neighborhood. I live within 300 yards of the proposed overpass at South 17th Avenue in the Ahwatukee Foothills.</p> <p>8 Sincerely, Mr. Mark Coryell</p>

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

Code	Comment Document
	<p data-bbox="428 419 634 506">1334 E Chandler Blvd # 5613 Phoenix, AZ 85048-6267 (480) 219-8673</p>

Code	Issue	Response
8	<p data-bbox="1728 284 1939 344">Neighborhoods/ Communities</p>	<p data-bbox="1976 284 2909 802">Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.</p>

Code	Comment Document
1	<p>1 THE FACILITATOR: Thank you, Mr. Demerritt. 2 Mark Coryell. Is that the correct 3 pronunciation, sir? 4 MR. CORYELL: That's good enough. 5 Hello -- oh, it works. Well, I just got off the 6 bus from Ahwatukee, so I jumped in to make a comment. 7 I'm opposed to the South Mountain freeway because it's 8 going to put a freeway in my front yard and I don't think 9 it's the best alternative for the community as a whole. 10 It's going to destroy the character of my neighborhood, 11 it's going to add more traffic into my neighborhood, and 12 the total character of my -- where I live is actually 13 going to be destroyed, and I don't want to see that 14 happen. I don't know what else to say. I feel like kind 15 of, you know, David here standing up before Goliath, 16 because I know that my voice means very little to any of 17 you that are standing here today. 18 I've lived in Arizona for 20 years, I love 19 living here; I had planned to spend the rest of my life 20 here, but because of the freeway, I'm looking at 21 alternatives, including moving to Tucson, and I also have 22 a couple of teaching opportunities outside the United 23 States, looks likely where I'm going to end up someday. 24 I feel really sad that I have to come here and defend 25 everything that means so much to me. Basically, all my</p>

Code	Issue	Response
1	Alternatives, E1 Alternative	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p> <p>While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Draft Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement beginning on page 4-91).</p>
2	Traffic	<p>In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system. The City study found no adverse effects on the local street system from the freeway (see Appendix 3-1 in the Final Environmental Impact Statement).</p>

Code	Comment Document
	<p>1 savings and everything I own is tied up in my house, and 2 I realize that's going to be done and I realize I don't 3 think a lot of people really care.</p> <p>4 I was almost killed on Pecos Road in January of 5 2008 in a serious auto accident where a hit-and-run 6 driver about 9:30 at night went straight through the 7 intersection, totaled my car, and if it hadn't been for 8 the grace of God, I would not be here today. My car 9 jumped off the curb and into a ditch and it just happened 10 to sit on a set of brush and that's why I'm here and 11 still alive, which I'm thankful for.</p> <p>12 There's just a lot better alternatives. It's 13 such a beautiful community, you can bike, if you spent 14 your time here it's probably the last place -- the last 15 place in the city of Phoenix, and I've lived in Glendale 16 and I've lived in Avondale, that you can ride a bike 17 without getting killed, so that's the conclusion of my 18 remarks.</p> <p>19 THE FACILITATOR: Thank you.</p> <p>20 Please refrain from applause with respect to 21 both build and no-build discussions today. This is a 22 hearing, and we appreciate your patience.</p> <p>23 Those of you whose names have been registered to 24 speak, if you would make your way up to the front, that 25 will help speed this up a little bit. Thank you.</p>
	<p style="text-align: right;">Page 14</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code **Comment Document**

LOOP 202
South Mountain
 Freeway Study

2013

Draft Environmental Impact Statement
 COMMENT FORM

Additional Comments:

1

- We are destroying very heritage that makes Arizona unique. I moved here and stayed because I love Arizona. Not some amorphous sprawling community that looks like Southern California or somewhere else far but matter early Phoenix, Arizona will be damaged - no more flower farms, agriculture uses. Soon Arizona may lose its capacity to grow its own food and will likely be importing everything from out-of-state, and worse yet overseas, particularly Mexico and beyond.

Code **Issue** **Response**

1	Agriculture	The current analysis of impacts on prime and unique farmland—the land most suitable for growing food—indicates that loss of this type of farmland would be negligible. Urbanization in the Study Area is steadily moving in a westward direction. If an action alternative were selected—and by the time it were to be constructed—it is likely that more land will have already been converted from agricultural use to residential, commercial, and/or industrial uses, and that the proposed South Mountain Freeway would have even less of an impact. Urbanization will continue with or without implementation of the proposed freeway (see Final Environmental Impact Statement pages 4-153 and 4-154).
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LOOP 202
South Mountain
 Freeway Study 2013

Draft Environmental Impact Statement
 COMMENT FORM

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

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

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

It is helpful to ADOT to receive comments on:

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

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

2 - Own home directly in path of South Mountain Freeway at 57th Ave and Pecos Rd

3 - Will sit on 2 lane road with a stop sign replaced by interchange on 6 lane freeway

4 - Homeowner's view over replaced by environment that will be inhospitable

5 - Lost opportunity to create a recreational corridor, only bike path one can ride bicycles in Phoenix metro area

5 - Serves the purposes of the real estate subdivision industrial complex

5 - Elevated freeway will likely amplify noise in neighborhood

Optional
 Name: Mark A Coryell Email: markcoryell30@earthlink.net
 Address: 1676 West Sycamore Drive
 City: Phoenix State: Arizona Zip: 85045
 Phone: 480-219-8675 Fax: _____

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

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 19-100

ADOT U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
2	Neighborhoods/Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
3	Design	The study has considered concepts for parallel multiuse paths, however the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.
4	Planning	Cities' and towns' adopted land use plans were evaluated as part of the environmental impact statement process. The effect of a freeway corridor on these plans was considered (see Final Environmental Impact Statement pages 1-21, 4-18, and 4-19). The City of Phoenix's General Plan land use map shows the freeway alignment as "Future Transportation," generally matching the W59 (Preferred) Alternative alignment. The City of Phoenix's plans for both Laveen and Estrella Villages identify "cores" along the W59 Alternative, surrounded by commercial/mixed-commercial uses for each planning area clearly intended to benefit from proximity to the proposed freeway.
5	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix. Noise modeling is used to determine the most appropriate and effective location for noise barriers. All noise-sensitive land uses are included in the noise analysis and noise abatement considerations.

Code	Comment Document
1	<p>Richard Costa Document Created: 5/21/2013 8:53:40 PM by Web Comment Form</p> <p>Living in Laveen since 2004 has shown me how important this project is to the residents. Comuting daily to I-10 from Baseline Rd has always been the worst part of the commute. It is obvious County and multiple jurisdictions serving the community between Baseline Rd and I-10 with lack of capital improvement funds (or desire) contribute to the problem. This project is way overdue. One that I have been hoping for 8 years now and that is just a fraction of how long ADOT has been working on it. This project should not have followed the L303 corridor but rather preceded it. Just get it done.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: Comments in opposition to South Mountain Freeway Date: Wednesday, May 29, 2013 4:50:41 PM</p> <hr/> <p>-----Original Message----- From: Sierra Club [mailto:information@sierraclub.org] On Behalf Of Nick Coury Sent: Wednesday, May 29, 2013 4:49 PM To: Projects Subject: Comments in opposition to South Mountain Freeway</p> <p>May 29, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>I am the race director of Aravaipa Running, organizing over a dozen trail running events in the mountains around Phoenix, providing recreational opportunities for thousands every year. I see the positive effects of outdoor recreation on the health of Phoenix residents every day. Many of my runners are seeking an escape from the congestion and pollution of the city, and the mountain trails offer a bit of solace and fresh air in an accessible way. Most of the mountains around Phoenix are out of the way, requiring an hour drive or more. Others, like the Phoenix Mountain Preserve or Camelback Mountain are so close to the city that the air, noise, and visual pollution can't be avoided. South Mountain is unique in that it is not engulfed by the city, yet is still easily accessible to Phoenix area residents. Surrounding South Mountain with a new freeway would quickly encroach on this unique accessibility, and compromise it's appeal. This comes at a time when our cities and country face undeniable health problems and need outdoor recreation more than ever.</p> <p>4 On a personal level, I moved near the base of South Mountain in January 2012 for all that it offers. I spend 1-3 hours nearly every day running and enjoying the trail system, crossing back and forth all of it's trails. The west end of the range is the true gem of the Preserve, and to disrupt it's natural beauty and secluded wilderness with a freeway would be a tragedy.</p> <p>5 Building any of the proposed alternatives would do little or nothing to relieve congestion in the Phoenix area. Intelligent growth is what Phoenix needs, and part of this intelligence includes preserving our natural landscapes that will become more and more valuable to future generations as growth increases. Compromising the South Mountain Preserve to place a major freeway through a remote area will offer little benefit to drivers, and major destruction to one of Phoenix's greatest treasures. I urge you to choose the No-Build Alternative and seek other, more effective, less destructive solutions.</p> <p>6</p> <p>1 Sincerely,</p> <p>Mr. Nick Coury 7504 S 28th Ter Phoenix, AZ 85042-6047 (602) 828-6629</p>

Code	Issue	Response
1	Alternatives, No-Action (No-Build) Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Air Quality	
3	Noise	
4	Visual Resources	The Final Environmental Impact Statement on pages 4-158 and 4-160 states that construction of the proposed road cuts at the western end of the South Mountains would cause "severe visual impacts" and that these cuts "would be visually inconsistent with the natural setting of the surrounding area." These impacts would, however, be in a remote, seldom-used area of Phoenix South Mountain Park/Preserve and not near any major trails. General mitigation measures to minimize these visual impacts are described on page 4-161. These measures would include the incorporation of newly exposed rock faces characteristic of the adjacent natural rock features. Contractors would respond to the faces' scale, shape, slope, and fracturing to the extent that could be practicable and feasible as identified through geotechnical testing and constructibility reviews. The Arizona Department of Transportation would require the contractor to round and blend new slopes to mimic the existing contours to highlight natural formations. The Arizona Department of Transportation would evaluate having the contractor adjust and warp slopes at intersections of cuts and natural grades to flow into each other or transition with the natural ground surfaces without noticeable breaks. A local example of such treatment would be the cuts associated with Dreamy Draw on State Route 51 in northern Phoenix.
5	Purpose and Need	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
6	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document						
	<p data-bbox="376 419 913 471">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 489 1345 653"> <tr> <td data-bbox="376 489 857 556">INCOMING CALL DATE: 6/12/13</td> <td data-bbox="857 489 1345 556">INCOMING CALL TIME: 4:50 PM</td> </tr> <tr> <td data-bbox="376 556 857 604">CALLER: CRAIG COWEN</td> <td data-bbox="857 556 1345 604">CALLER ADDRESS: 9001 W. IRONWOOD DRIVE, PEORIA, AZ 85345</td> </tr> <tr> <td data-bbox="376 604 857 653">PHONE:</td> <td data-bbox="857 604 1345 653">EMAIL:</td> </tr> </table> <p data-bbox="376 657 717 685">CALLER REMARKS/QUESTIONS:</p> <p data-bbox="376 689 1339 768">I support the South Mountain Freeway. This is something that should have been done many years ago. The valley is far behind in improving the infrastructure in the valley, so yes, put in the freeway. I fully support this new system. Thank you.</p>	INCOMING CALL DATE: 6/12/13	INCOMING CALL TIME: 4:50 PM	CALLER: CRAIG COWEN	CALLER ADDRESS: 9001 W. IRONWOOD DRIVE, PEORIA, AZ 85345	PHONE:	EMAIL:
INCOMING CALL DATE: 6/12/13	INCOMING CALL TIME: 4:50 PM						
CALLER: CRAIG COWEN	CALLER ADDRESS: 9001 W. IRONWOOD DRIVE, PEORIA, AZ 85345						
PHONE:	EMAIL:						

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p data-bbox="428 433 801 520"> From: Projects To: ADOT Subject: FW: South Mountain 202 Date: Monday, May 20, 2013 1:57:08 PM </p> <hr/> <p data-bbox="428 600 777 687"> From: Gene Cox [mailto:xocgk@aol.com] Sent: Monday, May 20, 2013 1:55 PM To: Projects Subject: South Mountain 202 </p> <p data-bbox="428 711 1286 808"> Please take action to complete the South Mountain portion of Loop 202. The loud mouthed cry babies have stalled this project long enough. I live in area code 85048 and want to see this project completed. I have lived here since 1987 and most of the opposition is from new comers who have a personal axe to grind. It is time to "git er done". </p> <p data-bbox="428 828 515 852">Gene Cox</p> <hr/> <p data-bbox="428 915 1292 983"> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p>1</p>	<p>From: Projects To: ADOT Subject: FW: 202 SM freeway Date: Wednesday, May 22, 2013 4:14:30 PM</p> <hr/> <p>From: Cox, David [mailto:David.Cox@usfoods.com] Sent: Wednesday, May 22, 2013 4:01 PM To: Projects Subject: 202 SM freeway</p> <p>Hello, My name is David Cox, I live in the area of the proposed 202 South Mountain Freeway and will be impacted by what ever is decided. The ultimate decision will impact me regardless what is decided, so I wanted to take this opportunity to make a comment. I have a large economic investment and interest in the decision and want to voice my opinion.</p> <p>As I see it, the most economical and logical route which would have the least impact to home owners, businesses and the environment would be to utilize the existing Chandler/Pecos road "highway": progressing south where it currently tapers to two lanes, progressing south a half a mile or more, onto the Indian Reservation. This would minimize any impact the residences and commercial buildings along Pecos road on and off the reservation. It then could swing north approximately at 59th - 63rd avenue, missing most if not all the residences along 51st avenue: utilizing the W59 alternative to tie into I10 freeway.</p> <p>This alignment would minimize impact to existing residences, businesses both on and off the reservation. It would also bypassing existing infrastructure, such as High tension power lines, gas lines and water mains, which curretlly run along the border between private/public and reservation. This alignment would swing clear of the mountains and thus would not require expensive and damaging blasting into the sacred and beautiful South Mountains.</p> <p>I would like to propose some of the saving be utilized to create an off ramp for the Vee Quiva Casino and also suggest a highway be created with an exit that would tie into SR238 near Mobile. This would provide an alternative route for traffic to and from Phoenix, access to Vee Quiva and tribal lands as well as opening up traffic to Mexico. I believe the Indians may agree with this idea if proposed as a package deal with the proposed freeway and current access limitations on 51st ave.</p> <p>There is a lingering dangerous unaddressed traffic issue coming up quickly with the opening of this New Vee Quiva in July.</p> <p>Currently the only access to Vee Quiva is off 51st avenue. Already the majority of traffic on 51st avenue are going to the casino and this traffic is non-stop 24X7. One could easily determine when the New Vee Quiva Casino opens there will be an exponential increase in the volume of traffic: the new casino is much larger, has a 90 + room hotel and numerous restaurants. I have noticed considerable advertising for the New Casino on radio, TV, printed and outdoor billboards. I'm certain this campaign will continue as the casino is vying for patrons. I can easily foresee with the additional traffic which will include special events; 51st ave may become a virtual parking lot. We have already experienced this when there has been a serious accident. There is no other way out of the area other than 51st ave, with one lane each way, no turn lanes or pullouts this is putting all of us, casino patrons and residents, native American and non-natives in jeopardy. This road was not designed to handle this projected volume and I'm sure the tribe is aware of this, however nothing has been done to remedy this situation by them or DOT. I certainly hope this gets addressed before there are any deaths attributed to this situation.</p>
<p>2</p>	

Code	Issue	Response
<p>1</p>	<p>Alternatives, Gila River Indian Community Alignment</p>	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>
<p>2</p>	<p>Design</p>	<p>The proposed freeway includes an interchange at 51st Avenue. The interchange at 51st Avenue would be located in close proximity to the Vee Quiva Casino. The design of the turning lanes and intersections would be completed in coordination with the City of Phoenix and Gila River Indian Community and include projected casino traffic. Concerns related to current traffic conditions along 51st Avenue are within the jurisdiction of the City of Phoenix.</p>

Code	Comment Document
	<p data-bbox="428 425 1277 495">We need this freeway and need it ASAP to ensure the safety of all. I want to see this casino traffic routed to an alternate road designed for the volume and get 51st ave back to being utilized as it was built, as a rural isolated road.</p> <p data-bbox="428 522 997 546">Thank You for reading this and considering the residents concerns.</p> <p data-bbox="428 572 624 681">Regards, David and Brenda Cox 4307 W. Ivanhoe St Laveen, AZ 85339 480-226-5075</p> <p data-bbox="428 707 1299 963">This email message and any attachments are for the sole use of the intended recipient(s) and may contain information that is proprietary to US Foods, Inc. and/or its subsidiaries or otherwise confidential or legally privileged. If you have received this message in error, please notify the sender by reply, and delete all copies of this message and any attachments. If you are the intended recipient you may use the information contained in this message and any files attached to this message only as authorized by US Foods, Inc. Files attached to this message may only be transmitted using secure systems and appropriate means of encryption, and must be secured using the same level password and security protection with which the file was provided to you. Any unauthorized use, dissemination or disclosure of this message or its attachments is strictly prohibited.</p> <hr data-bbox="428 1024 1299 1028"/> <p data-bbox="428 1050 1299 1114"><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

Code	Issue	Response

Code	Comment Document						
	<p data-bbox="376 419 913 471">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 489 1345 681"> <tr> <td data-bbox="376 489 857 560">INCOMING CALL DATE: 5/20/13</td> <td data-bbox="857 489 1345 560">INCOMING CALL TIME: 3:42 PM</td> </tr> <tr> <td data-bbox="376 560 857 631">CALLER: REBA CRAIG</td> <td data-bbox="857 560 1345 631">CALLER ADDRESS: 1821 E. MARYLAND UNIT#5, PHOENIX, ARIZONA 85016</td> </tr> <tr> <td data-bbox="376 631 857 681">PHONE:</td> <td data-bbox="857 631 1345 681">EMAIL:</td> </tr> </table> <p data-bbox="376 687 717 711">CALLER REMARKS/QUESTIONS:</p> <p data-bbox="376 717 1314 770">I'm a registered voter in Phoenix and I do support the South Mountain Freeway and feel it should be built. And I do support the freeway.</p>	INCOMING CALL DATE: 5/20/13	INCOMING CALL TIME: 3:42 PM	CALLER: REBA CRAIG	CALLER ADDRESS: 1821 E. MARYLAND UNIT#5, PHOENIX, ARIZONA 85016	PHONE:	EMAIL:
INCOMING CALL DATE: 5/20/13	INCOMING CALL TIME: 3:42 PM						
CALLER: REBA CRAIG	CALLER ADDRESS: 1821 E. MARYLAND UNIT#5, PHOENIX, ARIZONA 85016						
PHONE:	EMAIL:						

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p data-bbox="428 431 801 512"> From: Projects To: ADOT Subject: FW: South Mountain Freeway Date: Monday, May 20, 2013 1:06:53 PM </p> <hr/> <p data-bbox="428 610 935 697"> From: Craig Darlene-RDRV30 [mailto:rdrv30@freescale.com] Sent: Monday, May 20, 2013 12:55 PM To: Projects Subject: South Mountain Freeway </p> <p data-bbox="428 727 624 747">To Whom it Concerns:</p> <p data-bbox="428 788 1292 834">We need this freeway in the South Mountain area it currently takes me 45 mins to commute to Chandler where I work one way.</p> <p data-bbox="491 872 680 919">Sincerely, Darlene Craig-Wilson</p> <hr/> <p data-bbox="428 1020 1292 1080"> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 493 1339 657"> <tr> <td data-bbox="376 493 857 560">INCOMING CALL DATE: 7/23/13</td> <td data-bbox="857 493 1339 560">INCOMING CALL TIME: 3:39 PM</td> </tr> <tr> <td data-bbox="376 560 857 610">CALLER: MICHAEL CRANDELL</td> <td data-bbox="857 560 1339 610">CALLER ADDRESS: 2345 EAST BECKER LANE</td> </tr> <tr> <td data-bbox="376 610 857 657">PHONE: 602-595-6275</td> <td data-bbox="857 610 1339 657">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: Yes, I do and I travel I-10 all the time and it's, definitely need that freeway. Definitely need that freeway, 'cause sitting in traffic is not real fun. But anyway that's it.</p>	INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 3:39 PM	CALLER: MICHAEL CRANDELL	CALLER ADDRESS: 2345 EAST BECKER LANE	PHONE: 602-595-6275	EMAIL:
INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 3:39 PM						
CALLER: MICHAEL CRANDELL	CALLER ADDRESS: 2345 EAST BECKER LANE						
PHONE: 602-595-6275	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: Sierra Club on behalf of Shannon Crane To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Monday, May 27, 2013 3:14:09 PM</p> <hr/> <p>May 27, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>The proposed South mountain Freeway would negatively effect our environment and the lands of the Native American people who are residents there.</p> <p>This project would set a terrible precedent by demolishing what should remain a protected area.</p> <p>The South Mountain Park is the largest city park in our nation. This was due to the wonderful foresight of our forefathers for the benefit the Phoenix Valley. Dividing the reserve with a freeway would be devastating to wildlife, because much of their habitat would be destroyed.</p> <p>Wildlife movement corridors would be cut off. If the South Mountain Freeway is constructed, it must include wildlife corridors to allow wildlife to continue their seasonal migrations. This would also allow people to hike or walk without restriction-- especially the Native Americans who consider South Mountain sacred.</p> <p>Please save tax-payers money and help protect our communities, our beautiful park, our health, and our environment, by selecting the No Action Alternative.</p> <p>Thank you.</p> <p>Sincerely,</p> <p>Shannon Crane 8221 E Garfield St Unit L19 Scottsdale, AZ 85257-3884</p>

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

Code	Comment Document
	<p>From: Sierra Club on behalf of Marian Crane To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Wednesday, July 24, 2013 11:05:51 AM</p> <hr/> <p>Jul 24, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>As a resident of Ahwatukee and the 32nd Street & Pecos area, I urge ADOT to reconsider the current alignment of the proposed Loop 202 extension.</p> <p>2 3 4 While a bypass around the great Phoenix area will be necessary, the current alignment does not adequately address that issue and runs the risk of being outdated and ineffective before it is even finished. The proposed freeway will permanently damage the Gila River Indian Community (GRIC), Ahwatukee, and Laveen areas through property and business destruction. It will harm a treasured city park and tourism destination. It will damage culturally-valuable GRIC sites, increase air pollution, increase crime access, and increase exposure to hazardous materials (through truck transport bypassing Phoenix on a proposed Canamex route). Nor is it completely necessary, since a safer route already exists which only needs to be properly developed.</p> <p>5 6 7</p> <p>8 9 10 ADOT and the City of Phoenix have already shown a lack of public responsibility over this proposed extension:</p> <p>11 1. Stonewalling and judicial bullying of the GIRC's earliest proposals to situate the extension on their land. These efforts were chronicled as far back as the late 1980s, so ADOT has no business claiming the GRIC never intended to work with ADOT or MAG.</p> <p>12 2. Inadequate oversight during the Loop 202's initial planning phases in the mid-1980s. The cities of Gilbert and Chandler looked ahead and zoned land near their freeway routes for commercial development. The City of Phoenix, courting short-term gain through developers' fees and homeowners' taxes, allowed developers to build residential communities on land already slated for freeway or near-freeway conditions.</p> <p>13 3. Misinformation spread by ADOT representatives at local community meetings, about their inadequate research on environmental, health, and quality-of-life impacts on both the GRIC and the residents of Ahwatukee. Numerous recent studies have shown the high health costs of even moderate air pollution. The Ahwatukee area locked between South Mountain and the Estrella Mountains is a prime candidate for becoming smog-bound from the projected heavy traffic on the Loop 202 extension.</p> <p>14 15 The financial and time cost to ADOT will undoubtedly be exacerbated by eminent domain legal challenges from the GRIC, from homeowners and</p>

Code	Issue	Response
1	Alternatives, No-Action (No-Build) Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Purpose and Need, Truck Bypass	
3	Neighborhoods/Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
4	Economics, Socioeconomics	Businesses directly and adversely affected by implementation of an action alternative would be mitigated through relocation or site purchase at fair market value. The construction of the proposed facility would likely generate additional business and jobs in the corridor upon construction because of the improved access it will provide.
5	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
6	Cultural Resources	
7	Air Quality	
8	Neighborhoods/Communities	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
9	Hazardous Materials	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
10	Trucks	
11	Alternatives, Gila River Indian Community	
12	Acquisitions and Relocations	It is not within a City's or State's right to deny building permits to developers who meet all requirements and want to develop their land. In 1996, the Maricopa Association of Governments Regional Council approved the Red Letter Process to provide early notification of potential development (including plans, zoning, and permits) in planned freeway alignments. In addition, the Arizona Department of Transportation works closely with Cities and Counties during the environmental impact statement process to encourage developers to reserve land for future transportation improvements. In some cases, when the developer is willing, the

Code	Comment Document
5	<p>businesses, and from environmental watchdog groups seeking to protect the western end of South Mountain Park. In a time when Arizona is still facing budget shortfalls and rebuilding its economy, there are wiser public-transportation projects that would show greater benefit to Arizona citizens.</p>
16	<p>I submit that, should negotiations to build the extension farther south on GRIC completely break down, the best option is No-Build on either GRIC or Ahwatukee land. Long-haul truckers already use the dangerous and undeveloped Interstate 8 / Highway 85 route to bypass the greater Phoenix area. This route should be safely developed and commercialized, to fit with projected population expansion of the far southwest Phoenix area. The current western terminus of the extension in Laveen is too far east to safely route heavy commercial traffic far enough around the city, and it is too far west to prove an effective connection between the East Valley and Central Phoenix.</p>
17	
	<p>Sincerely,</p>
	<p>Ms. Marian Crane 3145 E Chandler Blvd Ste 110 Phoenix, AZ 85048-8702</p>

Code	Issue	Response
12 (cont.)		<p>Arizona Department of Transportation has been able to purchase a portion of the land through advanced acquisition (see Final Environmental Impact Statement pages 3-53, 4-13, and 4-48).</p>
13	Neighborhoods/Communities	<p>While the E1 Alternative would be adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to the Arizona Department of Transportation's policy (see Final Environmental Impact Statement beginning on page 4-91).</p>
14	Health Effects	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>
15	Air Quality	<p>The air quality impacts of the proposed action are discussed in the Final Environmental Impact Statement, beginning on page 4-68.</p> <p>Meteorological information was considered in the air quality analyses [<i>Air Quality Assessment: South Mountain Freeway (SR 202L)</i>, dated March 1, 2013] conducted for the proposed action. Data from Maricopa County Air Quality Department and from the Gila River Indian Community monitoring station were compared with two, 1-month studies conducted during the winter of 2006 and the spring of 2007 along Pecos Road in the Study Area. According to the Arizona Department of Transportation, 2013, <i>Air Quality Assessment South Mountain Freeway 202L Draft Report</i>, review of wind data from the Gila River Indian Reservation Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows winds and stable atmospheric conditions, the wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns will tend to have a flow from the easterly component as the air flows from the east to the lower elevations along the Gila River. During the warmer hours with improved mixing, the flows typically follow the river channel and come from the north and northwest toward the south and southeast.</p>
16	Alternatives, No-Action (No-Build) Alternative	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>
17	Alternatives	<p>There is an existing route (Interstate 8 and State Route 85) that provides a bypass of the Phoenix metropolitan area. Signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. This route continues to be available for interstate and interregional travel.</p>

Code	Comment Document
1	<p> From: Projects To: ADOI Subject: FW: Date: Monday, May 20, 2013 8:42:10 AM </p> <hr/> <p> From: Dan Cripe [mailto:danandcherylcripe@yahoo.com] Sent: Friday, May 17, 2013 6:54 PM To: Projects Subject: </p> <p>please build the south 202 asap</p> <p>Dan Cripe</p> <hr/> <p> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 491 1345 657"> <tr> <td data-bbox="376 491 860 560">INCOMING CALL DATE: 05/10/13</td> <td data-bbox="860 491 1345 560">INCOMING CALL TIME: 10:21 AM</td> </tr> <tr> <td data-bbox="376 560 860 608">CALLER: PHYLLIS CRIPPEN</td> <td data-bbox="860 560 1345 608">CALLER ADDRESS: 2220 E. SARATOGA STREET, GILBERT, AZ 85296</td> </tr> <tr> <td data-bbox="376 608 860 657">PHONE:</td> <td data-bbox="860 608 1345 657">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I would like to register my vote for the Loop 202 South Mountain Freeway to be built.</p>	INCOMING CALL DATE: 05/10/13	INCOMING CALL TIME: 10:21 AM	CALLER: PHYLLIS CRIPPEN	CALLER ADDRESS: 2220 E. SARATOGA STREET, GILBERT, AZ 85296	PHONE:	EMAIL:
INCOMING CALL DATE: 05/10/13	INCOMING CALL TIME: 10:21 AM						
CALLER: PHYLLIS CRIPPEN	CALLER ADDRESS: 2220 E. SARATOGA STREET, GILBERT, AZ 85296						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: South Mountain Freeway Project Date: Tuesday, April 30, 2013 8:52:23 AM </p> <hr/> <p> From: Pat Cruse [mailto:pcruse@azsfb.gov] Sent: Monday, April 29, 2013 9:50 AM To: Projects Subject: South Mountain Freeway Project </p> <p>To Whom It May Concern:</p> <p>I have been living in the west valley for 20 years and drive the I-10 freeway traffic every day to work. It originally was a 15 min drive from Avondale Blvd and now it is 40-50 mins. every day from 7 - 8:30. It is unimaginable why the State cannot plan a freeway system that intersects with the current 101 going south or connect the west end to the 303 south to the South Mountain freeway that is planned. This current plan only reduces some of the traffic from downtown to east bound but will not prevent the backup/delay in traffic from 75th Ave to 51st Ave. How does the State plan on that reduction.</p> <p>Thanks,</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

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

LOOP 202
South Mountain
 Freeway Study

Draft Environmental Impact Statement
 COMMENT FORM

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

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

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

It is helpful to ADOT to receive comments on:

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

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

1 I believe it is imperative that we build this freeway. Years ago we stalled & stalled on building freeways to our detriment. The Valley will continue to grow whether we want it to or not. I personally am not looking forward to a 40 minute drive to get to the West Side of the Valley from Chandler.

I believe that ADOT has built all of our other freeways in a responsible manner respecting property rights, the environment & the citizenry. There is no reason to believe that practice will not be continued with the building of this freeway.

Optional

Name GINA Cruz Email _____

Address 331 N. Kenneth Place

City Chandler State AZ Zip 85226

Phone 480-940-8484 Fax _____

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

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

13-150

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1		Comment noted.

Code **Comment Document**

LOOP 202
South Mountain
 Freeway Study

2013

Draft Environmental Impact Statement
 COMMENT FORM

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

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

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

It is helpful to ADOT to receive comments on:

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

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

1

THIS EFFORT HAS BEEN APPROVED BY VOTERS, WOULD REDUCE FUEL CONSUMPTION AND THEREBY REDUCE POLLUTION. THE ALTERNATIVE WOULD BE TO NOT HAVE A PLAN FOR GROWTH.

Optional
 Name LARRY CRUZ Email CRUZ@POBOX.COM
 Address 351 N KENNETH PL
 City CHANDLER State AZ Zip 85226
 Phone 480-940-8484 Fax _____

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

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



FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code **Issue** **Response**

1 _____ Comment noted.

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Code	Comment Document
<p style="text-align: center;">1</p>	<p>From: Kay Cummins To: Projects Subject: Loop 202 South Mountain Freeway Date: Tuesday, June 11, 2013 10:46:39 AM</p> <hr/> <p>I say build it, and build it now!</p> <p>My husband and I moved to the Ahwatukee Foothills from Tempe in 1989 in part because of the proposed alignment of the the Loop 202 South Mountain Freeway along Pecos Road. We have been patiently waiting for construction to start since that time. The residents of the Phoenix metro area badly need a bypass route for traffic passing through Phoenix as well as a western ingress/egress gateway to the Ahwatukee Foothills area.</p> <p>The activist's claims that the western portion of the freeway will "impact" South Mountain, supposedly sacred to the Pima is so outrageous as to be laughable. If the mountain is so sacred then where is the hue and cry to remove the transmission towers and obliterate all trace of roads, trails and other improvements from the mountain. No, the activists will only use this ploy when it suits their purposes. After all, where would they go to urban hike and bike if the mountain was closed to all their activities. And lets not forget how everyone living south of the mountain would be impacted by no cell phone service or broadcast TV reception.</p> <p>Unfortunately, some homes and businesses may have to be removed do to the fact that they were built in the proposed right of way. However, all those who will be impacted should have known that where they were electing to build or purchase was in the right of way for this freeway alignment which has been on the books since before 1989.</p> <p>We can continue to argue about who let builders develop in the right of way, but the fact remains that the end user, be it business or homeowner, had the responsibility to know about future freeway alignments, and to then make their purchasing decisions based on the knowledge that their property may have to be repurposed in the future. For these people to assume that you can negatively impact the greater community for the short-sighted selfishness of a few is ludicrous.</p> <p>Kay Cummins</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>From: Projects To: ADOT Subject: FW: Loop 202 South Mountain Freeway Date: Tuesday, June 11, 2013 2:18:07 PM</p> <hr/> <p>Thank you, Felicia Beltran Senior Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-319-7709 azdot.gov</p> <p>-----Original Message----- From: Mike Cummins [mailto:cumminsmike@q.com] Sent: Tuesday, June 11, 2013 11:30 AM To: Projects Subject: Loop 202 South Mountain Freeway</p> <p>I say build it now! It is long overdue.</p> <p>My wife and I moved to the Ahwatukee Foothills in 1989 in part due to the Loop 2002 alignment along Pecos road. As the years have passed we have waited patiently for construction to begin, but now the need is more critical than ever. The city needs a bypass route for traffic passing through the Phoenix metro area, and residents of the Ahwatukee Foothills badly need a second western ingress/egress roadway for the community.</p> <p>Activist claims regarding the sacredness of South Mountain to the Native Americans is outrageous. Unfortunately, they have managed to get a few members of the tribe to support this preposterous position. If the mountain was truly sacred then why not a battle to remove all of the transmission towers, roads, trails and other improvements from the mountain. The bottom line is that the activists will only use the "sacred" claim to promote their agenda, but would not want to negatively impact their ability to hike and bike close to their homes, lose cell phone and wireless service, and broadcast TV service.</p> <p>They know that the community would not support such a radical plan, but using the freeway as a scapegoat makes it seem like they have an idealist viewpoint, while at the same time hijacks the community for their own selfish ends. They want hiking, biking, cell, wireless, and TV service, but somehow see the freeway as something to be feared. Their rhetoric would have the uninformed believe that the freeway will desecrate South Mountain. Nothing could be further from the truth. Looking at the project maps clearly shows that the proposed freeway alignment will impact a small un-used corner of the the South Mountain Park/Preserve boundary and not the mountain itself. Can you say hypocrite?</p> <p>Claims that residents didn't know that they were building in a freeway alignment should fall on deaf ears as well. The freeway alignment has been well documented since before 1989, and disclosure of the alignment is a requirement for sale and purchased of any residential or commercial property. For these vocal few to hold the balance of our community hostage is wrong on every level.</p> <p>Now along comes Sal DiCiccio showing his true political colors by supporting to this vocal minority rather than supporting the majority in the community that supports the freeway construction. Sal has evidently forgotten that he is an elected official here to serve the entire community that elected him to office. Sal has put his personal interests ahead of those he serves. I expected more from him, but he is now irrelevant in my mind. He continues to put forth the idea that we can build on Indian land if we just put enough pressure on the tribe. His "anywhere but Pecos" organization is all about his agenda</p>

Code	Issue	Response
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Code	Comment Document
	<p>and his personal freedoms, but it comes at the expense of the tribe's wishes and freedom to choose what is best for them.</p> <p>Thank you for your time,</p> <p>Mike Cummins</p> <hr/> <p>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</p>

Code	Issue	Response

Code	Comment Document						
1	<p data-bbox="376 425 913 475">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 495 1345 661"> <tr> <td data-bbox="376 495 860 566">INCOMING CALL DATE: 5/16/13</td> <td data-bbox="860 495 1345 566">INCOMING CALL TIME: 4:34 PM</td> </tr> <tr> <td data-bbox="376 566 860 612">CALLER: KATHLEEN CUNNINGHAM</td> <td data-bbox="860 566 1345 612">CALLER ADDRESS: CHANDLER, AZ</td> </tr> <tr> <td data-bbox="376 612 860 661">PHONE:</td> <td data-bbox="860 612 1345 661">EMAIL:</td> </tr> </table> <p data-bbox="376 667 1345 747">CALLER REMARKS/QUESTIONS: I support the South Mountain Freeway system. I am a voter and I voted for this and I still expect it to be done. Thank you.</p>	INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 4:34 PM	CALLER: KATHLEEN CUNNINGHAM	CALLER ADDRESS: CHANDLER, AZ	PHONE:	EMAIL:
INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 4:34 PM						
CALLER: KATHLEEN CUNNINGHAM	CALLER ADDRESS: CHANDLER, AZ						
PHONE:	EMAIL:						

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Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 491 857 560">INCOMING CALL DATE: 5/18/13</td> <td data-bbox="857 491 1339 560">INCOMING CALL TIME: 3:14 PM</td> </tr> <tr> <td data-bbox="376 560 857 608">CALLER: SAM CUNNINGHAM</td> <td data-bbox="857 560 1339 608">CALLER ADDRESS:</td> </tr> <tr> <td data-bbox="376 608 857 657">PHONE:</td> <td data-bbox="857 608 1339 657">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support the freeway.</p>	INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 3:14 PM	CALLER: SAM CUNNINGHAM	CALLER ADDRESS:	PHONE:	EMAIL:
INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 3:14 PM						
CALLER: SAM CUNNINGHAM	CALLER ADDRESS:						
PHONE:	EMAIL:						

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1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td>INCOMING CALL DATE: 5/16/13</td> <td>INCOMING CALL TIME: 4:02 PM</td> </tr> <tr> <td>CALLER: JUSTIN CURRENT</td> <td>CALLER ADDRESS: 2722 W. HIDDEN VIEW DRIVE, PHOENIX AZ 85045</td> </tr> <tr> <td>PHONE:</td> <td>EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support the South Mountain Freeway. Thank you.</p>	INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 4:02 PM	CALLER: JUSTIN CURRENT	CALLER ADDRESS: 2722 W. HIDDEN VIEW DRIVE, PHOENIX AZ 85045	PHONE:	EMAIL:
INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 4:02 PM						
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PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>1 So thank you.</p> <p>2 THE FACILITATOR: Thank you.</p> <p>3 If you'd like to speak, please register up</p> <p>4 front.</p> <p>5 If you'd like to speak, please go to the</p> <p>6 registration desk out front.</p> <p>7 Please feel free to use either microphone</p> <p>8 when you come up.</p> <p>9 Thank you. Eric Cylwik.</p> <p>10 Eric, could I ask you to use this mic over</p> <p>11 here, please.</p> <p>12 MR. CYLWIK: Good morning. My name is Eric</p> <p>13 Cylwik. I first of all want to thank you so much to</p> <p>14 voice my opinion to you guys here that are here to</p> <p>15 listen to us today. I just wanted to say also, great</p> <p>16 job on pronouncing the name. That is correct.</p> <p>17 So I grew up in Phoenix, kind of at the top</p> <p>18 of what is now the 51, and I remember growing up</p> <p>19 there, and my dad would have to fly out of town every</p> <p>20 single weekend, and the commute to the airport was</p> <p>21 awful. But then after the 51 was built, it made the</p> <p>22 rest of the town so much more accessible and it just</p> <p>23 made living up there a so much nicer place.</p> <p>24 I've now moved to Tempe after graduating</p> <p>25 from ASU, and a lot of my friends are now moving away</p> <p style="text-align: right;">Page 60</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document
<div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">1</div>	<div style="border: 1px solid black; padding: 10px; margin: 10px auto; width: 80%;"> <p>1 from Tempe and farther away from different parts of</p> <p>2 the Valley. And as a result, I end up commuting a</p> <p>3 lot more than I originally thought I would. There's</p> <p>4 parts of the West Valley where I just can't make it</p> <p>5 out there to see friends and go over to their houses,</p> <p>6 and things like that.</p> <p>7 And just life over there kind of isn't</p> <p>8 available for me right now. By the time I get off</p> <p>9 work and have to travel over there, there's really</p> <p>10 not much to do. But there's parts of the East Valley</p> <p>11 that are still very accessible and parts of the North</p> <p>12 Valley. So even though I live in the middle of this</p> <p>13 huge area, part of it is inaccessible just due to the</p> <p>14 amount of traffic that's in these areas that at times</p> <p>15 I would like to be traveling.</p> <p>16 So even though we have a giant freeway that</p> <p>17 might go directly from Tempe west, it's not</p> <p>18 necessarily a viable option during the time that I</p> <p>19 would like to travel. And I think that this would</p> <p>20 reduce that. And I think ADOT has led a great study,</p> <p>21 and FHWA, and it seems like all the signs say that</p> <p>22 this would be a good thing to do, and I'm here to</p> <p>23 voice my opinion in support of that. And I trust</p> <p>24 them that they've done an excellent job.</p> <p>25 Thank you.</p> </div> <p style="text-align: right; margin-top: 10px;">Page 61</p> <p style="text-align: center; margin-top: 10px;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td>INCOMING CALL DATE: 6/15/13</td> <td>INCOMING CALL TIME: 12:51 PM</td> </tr> <tr> <td>CALLER: GREGORY DABIJA</td> <td>CALLER ADDRESS: 12676 W. [UNCLEAR]LOCK TRAIL, PEORIA, ARIZONA 85383</td> </tr> <tr> <td>PHONE:</td> <td>EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: Yes, I do support the freeway, the new freeway. Bye.</p>	INCOMING CALL DATE: 6/15/13	INCOMING CALL TIME: 12:51 PM	CALLER: GREGORY DABIJA	CALLER ADDRESS: 12676 W. [UNCLEAR]LOCK TRAIL, PEORIA, ARIZONA 85383	PHONE:	EMAIL:
INCOMING CALL DATE: 6/15/13	INCOMING CALL TIME: 12:51 PM						
CALLER: GREGORY DABIJA	CALLER ADDRESS: 12676 W. [UNCLEAR]LOCK TRAIL, PEORIA, ARIZONA 85383						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

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<p style="text-align: center;">1</p>	<p style="text-align: center;">4302</p> <div style="border: 1px solid black; padding: 10px;"> <p>1 location and also at the same time enhances the amenities</p> <p>2 within the City of Phoenix, keeps tax dollars here, keeps</p> <p>3 people able to stay within the lesser range for seeking out</p> <p>4 employment or shopping.</p> <p>5 And I think that's about all that I can muster at</p> <p>6 this point, so I will probably be back if that's okay.</p> <p>7 MS. DAD: I'm in favor of the acquisition for the</p> <p>8 freeway. I think it will be a benefit for the west side of</p> <p>9 the -- of the -- of the area, for people to be able to travel</p> <p>10 from the west side to the east side, avoiding the midtown</p> <p>11 congestion. I think they have studied every stick and stone</p> <p>12 and that they can now move forward and pick the 59 route. I</p> <p>13 think that is the best one for the freeway. That's it. I'm in</p> <p>14 favor of it.</p> <p>15 MR. CARRILLO: I've been a resident of South</p> <p>16 Phoenix, in Laveen, all my life, which is 38 years old. I</p> <p>17 mean, I'm 38 years old now. And, absolutely, there's no</p> <p>18 question, the freeway being built would be the absolute best</p> <p>19 for that community in Laveen. And I did hold back in putting</p> <p>20 in my opinion, to study more concerning the South Mountain, the</p> <p>21 Gila River. A lot of them are my friends, and I understand</p> <p>22 their -- their dissatisfaction with everything.</p> <p>23 But I do understand that they also had a problem</p> <p>24 with the casino first coming in there, a lot of these friends</p> <p>25 of mine. And, now that the casino has become something</p> </div> <p style="text-align: right;">Page 14</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p data-bbox="428 435 801 516"> From: Projects To: ADOT Subject: FW: Loop 202 Date: Monday, May 20, 2013 8:25:04 AM </p> <hr/> <p data-bbox="428 620 770 731"> -----Original Message----- From: Airdaley [mailto:airdaley@aol.com] Sent: Sunday, May 19, 2013 5:54 AM To: Projects Subject: Loop 202 </p> <p data-bbox="211 751 1268 818"> 1 As a resident of Ahwatukee we wish to express our views on building the 202 through our area. We oppose the Pecos alignment. We support moving the 202 south on to the Gila River Reservation. We would rather have no 202 than seeing it placed on the Pecos alignment. </p> <p data-bbox="428 834 624 901"> Thank you, Michael and Alisa Daley </p> <hr/> <p data-bbox="428 1008 1283 1094"> Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments. </p>

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

Code	Comment Document
<p>1</p> <p>2</p> <p>3 4</p> <p>5 6</p> <p>7</p>	<p>From: J Bond & J Danilovs To: Projects Subject: comments from public re: South Mountain Freeway Date: Wednesday, July 24, 2013 5:57:26 PM</p> <hr/> <p>To Whom It May Concern:</p> <p>I have lived in the Ahwatukee Foothills about 1 mile from Pecos Road for over 22 years. As you no doubt know, this is a lovely, family oriented community. However, if the freeway is built along Pecos, I am concerned that the quality of life here will change drastically.</p> <p>I still find it difficult to understand how, in good faith, city officials could issue building permits knowing that homes, churches and businesses would need to be torn down to accommodate a freeway. And, I have yet to talk with a resident here who knew that a freeway was planned when they purchased their home. Had we known, I believe many would have chosen to live elsewhere. Pollution is a major concern.</p> <p>Yes, there are reasons to build another loop around the city. But removing part of an established community, cutting through a section of mountain sacred to a Native American tribe, and adding polluting exhaust from passing trucks and vehicles to do so seems irresponsible. The additional money (tax dollars) that has been, and will need to be, spent could have been avoided had the community not been built right up to the Pecos line in the first place.</p> <p>Now that there is a community here, and the Native tribe has informed ADOT of their concerns, I would hope that reason would prevail.</p> <p>Thank you for considering my plea against the building of the freeway along Pecos Road.</p> <p>Most sincerely,</p> <p>Judy Bond Danilovs 1532 Silverwood Dr, Shadow Rock jbd@cox.net</p>

Code	Issue	Response
1	Acquisitions and Relocations	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p> <p>It is not within a City's or State's right to deny building permits to developers who meet all requirements and want to develop their land. In 1996, the Maricopa Association of Governments Regional Council approved the Red Letter Process to provide early notification of potential development (including plans, zoning, and permits) in planned freeway alignments. In addition, the Arizona Department of Transportation works closely with Cities and Counties during the environmental impact statement process to encourage developers to reserve land for future transportation improvements. In some cases, when the developer is willing, the Arizona Department of Transportation has been able to purchase a portion of the land through advanced acquisition (see Final Environmental Impact Statement pages 3-53, 4-13, and 4-48).</p>
2	Neighborhoods/Communities	<p>Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)</p>
3	Neighborhoods/Communities	<p>While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement beginning on page 4-91).</p>
4	Section 4(f) and Section 6(f)	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>
5	Cultural Resources	
6	Air Quality	
7	Alternatives, E1 Alternative	

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: Comments in opposition to South Mountain Freeway Date: Thursday, July 18, 2013 9:18:00 AM</p> <hr/> <p>Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov</p> <p>-----Original Message----- From: Sierra Club [mailto:information@sierraclub.org] On Behalf Of Rudy Dankwort Sent: Wednesday, July 17, 2013 6:30 PM To: Projects Subject: Comments in opposition to South Mountain Freeway</p> <p>Jul 17, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>Hasn't this metropolis been torn up enough?</p> <p>The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.</p> <p>South Mountain Freeway would have tragic negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.</p> <p>The freeway would also negatively affect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.</p> <p>The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.</p>

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

Code	Comment Document
1	<p>Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</p> <p>Sincerely,</p> <p>Rudy Dankwort 8121 N 8th Ave Phoenix, AZ 85021-5634 (602) 943-2949</p> <hr/> <p>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</p>

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

Code	Comment Document
	<p data-bbox="428 431 832 512"> From: Projects To: ADOT Subject: FW: loop 202 South Moutain Freeway Date: Wednesday, May 29, 2013 11:28:43 AM </p> <hr/> <p data-bbox="428 610 888 697"> From: Darzi, Khalil [mailto:khalil.darzi@usairways.com] Sent: Wednesday, May 29, 2013 11:27 AM To: Projects Subject: loop 202 South Moutain Freeway </p> <p data-bbox="428 727 515 747">Question;</p> <p data-bbox="428 788 1106 808">Will there be any bike lane built along the side or parallel to the freeway at all?</p> <p data-bbox="428 842 522 862">Thank you,</p> <p data-bbox="428 899 547 919">Khalil Darzi</p> <hr/> <p data-bbox="428 1016 1292 1080"> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>

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

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: South Mountain Freeway project Date: Monday, May 20, 2013 8:46:36 AM </p> <hr/> <p> From: Neel Das [mailto:neeldas98@yahoo.com] Sent: Friday, May 17, 2013 4:15 PM To: Projects Subject: South Mountain Freeway project </p> <p>Hello,</p> <p>I am a resident of Chandler and work in Ahwatukee. I would like to express my support for the South Mountain Freeway project. Please let me know if you need more information from me on this.</p> <p>regards, -Neel Das</p> <hr/> <p> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>LOOP 202 South Mountain Freeway Study 2013</p> <p>Draft Environmental Impact Statement COMMENT FORM</p> <p>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process. ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation. When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</p> <div style="border: 1px solid black; padding: 5px;"> <p>It is helpful to ADOT to receive comments on:</p> <ul style="list-style-type: none"> • A particular alternative, environmental impact assessment, and/or draft mitigation. • Any information you feel is incomplete or incorrect. • How the proposed action would affect you. </div> <p>Comments must be received or postmarked by July 24, 2013.</p> <p>1 2 3 <i>We will be left with noise, pollution + and it is going to be miserable for us to live in our home so close to the wall. We would rather be bought out than have to stay with the freeway so close to us. We are against this freeway and hope for a different route so that so many homes would not be torn down.</i></p> <p>Optional Name <i>Diane + Tom Davidson</i> Email <i>davidson.2760@gmail.com</i> Address <i>2760 W. Redwood Ln</i> City <i>Phx</i> State <i>Az</i> Zip <i>85045</i> Phone <i>480-759-3447</i> Fax _____</p> <p>Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007</p> <p>ADOT TRACS No.: 2021 MA 054 H5764 011 • Federal-aid Project No.: NH-202-DIADY</p> <p>ADOT U.S. Department of Transportation Federal Highway Administration</p> <p>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</p>

Code	Issue	Response
1	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Air Quality	
3	Acquisitions and Relocations	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix. Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: Comments on South Mountain Freeway EIS Date: Monday, July 08, 2013 8:49:10 AM Attachments: image001.png</p> <hr/> <p>Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov </p> <hr/> <p>From: Maureen Davies [mailto:modavies24@hotmail.com] Sent: Saturday, July 06, 2013 6:26 PM To: Projects Subject: Comments on South Mountain Freeway EIS</p> <p>1. I don't believe there will be such a huge increase in Valley traffic as I don't believe that with climate change we will get such a large population increase and hopefully we will be able to use more Mass Transit to move people around the Valley. It will be too hot here and there won't be enough water. There are so many factors that could change the whole equation such as more expensive gasoline or the urgency of reducing the current rate of carbon fuel usage to reduce climate change that would render the South Mountain Freeway obsolete.</p> <p>2. The destruction of part of South Mountain is unjustifiable and not mitigated enough under the current plans. Also nobody mentioned the chuckwallas that are unique to South Mountain at the meetings. Or the migration of the Hawk Moth caterpillars. I'm surprised that under the deeding of the land to the City of Phoenix that such destruction would be legal.</p> <p>3. The increased pollution between the Pecos alignment of the freeway and the mountain due to the winds that prevail in this area would ruin the air quality and building it on the reservation would not solve that problem. We have many schools in this area and the children but also the elderly would suffer greatly especially as contrary to what you say trucks would use the freeway to by-pass the city of Phoenix.</p> <p>The completion of the Canamex Highway on US 85 to I 8 west of Phoenix would reduce traffic in Phoenix and on I 10. That would remove a large part of the perceived need for the South Mountain Freeway and would be less costly in every way.</p> <p>4. There isn't enough money for an outdated project such as this in these times of reduced budgets. The State and Federal Governments need to concentrate their spending on things that benefit the people such as education and healthcare not potentially damaging or obsolete freeways.</p> <p>This an example of the kind of fossilized thinking that is ruining the economies of the western nations. Using a plan that was made in 1986 for building in 2013 is ludicrous! Sincerely, Maureen Davies</p>

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Code	Issue	Response
1	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Biology, Plants, and Wildlife	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix. The coloring of the male common chuckwalla is unique to the South Mountains; however, it is one of two color patterns and does not indicate a separate species or subspecies (see the Arizona Game and Fish Department's abstract for the common chuckwalla). Information related to the coloring of the common chuckwalla and the migration of hawk moth caterpillars was not mentioned in the Draft Environmental Impact Statement because it was not relevant to the study.
4	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix. Meteorological information was considered in the air quality analyses [<i>Air Quality Assessment: South Mountain Freeway (SR 202L)</i> , dated March 1, 2013] conducted for the proposed action. Data from Maricopa County Air Quality Department and from the Gila River Indian Community monitoring station were compared with two, 1-month studies conducted during the winter of 2006 and the spring of 2007 along Pecos Road in the Study Area. According to the Arizona Department of Transportation, 2013, <i>Air Quality Assessment South Mountain Freeway 202L Draft Report</i> , review of wind data from the Gila River Indian Reservation Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows winds and stable atmospheric conditions, the wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns will tend to have a flow from the easterly component as the air flows from the east to the lower elevations along the Gila River. During the warmer hours with improved mixing, the flows typically follow the river channel and come from the north and northwest toward the south and southeast.
5	Health Effects	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document

Code	Issue	Response
6	<p>Purpose and Need, Truck Bypass</p>	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p> <p>The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Draft Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.</p>
7	<p>Purpose and Need</p>	<p>The proposed project is part of the <i>Regional Transportation Plan</i> for the Maricopa Association of Governments region. In 2004, the voters of Maricopa County approved the <i>Regional Transportation Plan</i> and the extension of a half-cent sales tax to fund its projects. The funding for the right-of-way acquisition and construction of the proposed project would come from a combination of federal (National Highway Performance Program) and County (half-cent sales tax, also known as Regional Area Road Funds) sources. Use of these funds for construction of the proposed freeway would not affect available funds for statewide projects nor would not constructing this facility make available additional funds for other statewide projects.</p>

Code	Comment Document
1	<p>David Davies Document Created: 7/15/2013 11:06:54 AM by Web Comment Form</p> <p>The decision to not recess the planned highway appears to be based purely on cost and not on a detailed analysis of the environmental benefit of doing that.</p> <p>The decisions on the west end of the proposed route look flawed at best. Some of these date back to the decisions for the 101 and 10 interchange, which now appears to be in the wrong place. The current proposal for the 202 and 10 connection to be at 59th Ave should receive much more study on the disruption this would have on the the people living near there during construction.</p> <p>The continued assertion by ADOT that this will not be a truck route is totally unbelievable and does not give one much confidence in other statements that are made in the study. The study should include the effect of this being a truck route as well as the current version.</p> <p>A serious incident emergency plan should be included in the study, given the very limited exit routes available from Ahwatukee.</p>
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Code	Issue	Response
1	Design	<p>Depressing the proposed Pecos Road sections would entail installation of pump stations to drain the main line freeway. A depressed freeway would also need a drainage channel to capture the off-site flows to prevent their entering the freeway. Pump stations were not used because of the high cost of construction and maintenance needed for their operation. The preferred freeway configuration would have the E1 Alternative aboveground and the existing culverts extending to pass the drainage under the freeway. Pecos Road currently has numerous existing culvert crossings. Depressing the freeway in this area would eliminate the existing culvert crossings and potentially have adverse flooding impacts on adjacent properties. Extending the existing culverts or upsizing the culverts would maintain or improve drainage flows. This would ensure that there would be no adverse flooding impacts on adjacent properties. (See Final Environmental Impact Statement pages 3-15 and 3-18.)</p> <p>To reduce impacts by depressing the proposed freeway in the Eastern Section, the Arizona Department of Transportation would:</p> <ul style="list-style-type: none"> · need to spend an additional \$400 million for right-of-way acquisition and construction · displace an additional 300 residences · maintain additional pump stations and detention basins for the life of the freeway · observe noise-related impacts requiring mitigation (i.e., noise barriers and their associated costs and visual impacts) <p>Because the belowground option would result in substantially greater costs and residential displacements, this option was eliminated from further study.</p>
2	Alternatives, W59 Alternative Versus W101 Alternative	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>
3	Purpose and Need, Truck Bypass	
4	Hazardous Materials	

Code	Comment Document
	<p>From: Sierra Club on behalf of Christina Davis To: Projects Subject: Please No South Mountain Freeway Date: Wednesday, May 29, 2013 6:48:02 PM</p> <hr/> <p>May 29, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>2 This is so important! The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.</p> <p>3</p> <p>4 South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.</p> <p>5</p> <p>6 The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.</p> <p>7</p> <p>8 The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.</p> <p>1 Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</p> <p>Sincerely,</p> <p>Mrs. Christina Davis 22431 N 77th Pl Scottsdale, AZ 85255-4850</p>

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

Code	Comment Document

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

Code	Comment Document
	<p style="text-align: center;">Deborah Davis Document Created: 7/22/2013 9:43:55 PM by Web Comment Form</p> <p>I am totally against this truck bypass which absolutely will NOT improve the region's air pollution as stated in the DEIS. I worked with Maricopa County's clean air laws and major employers to reduce air pollution for 7 years, and know that building freeways ALWAYS increases traffic beyond projections, ALWAYS increases attendant air pollution due to development following freeways. In this case, Ahwatukee will lose its geographic advantages by being surrounded by freeways, with increased noise and pollutants from our community being used as a truck bypass. Residents of Ahwatukee will get no benefits, only pay with health consequences of increased particulate pollution besides slicing up South Mountain Park. The DEIS assumptions are biased and contradict decades of traffic studies. I am a Phoenix native and resident of Ahwatukee since 1986 when I moved here to escape the worst air pollution in the Valley. We fought many projects downwind that would have brought air pollution to our community, and now this is another one. Do not build!! Do not slice up South Mountain Park! Do not ruin the health and peace of our community. If you desperately need a truck bypass, run it much farther away from the metro area. Maricopa County is already an non-attainment area and this freeway will ensure air pollution gets even worse.</p>

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Code	Issue	Response
1	Purpose and Need, Truck Bypass	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Air Quality	
3	Purpose and Need	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
4	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Health Effects	
6	Section 4(f) and Section 6(f)	
7	Alternatives	The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Final Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.

Code	Comment Document
	<p>From: Sierra Club on behalf of Norman & Shirley Davis To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Wednesday, July 24, 2013 10:35:18 AM</p> <hr/> <p>Jul 24, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>2 South Mountain Park is a very important part of the metro setting. Used daily by many residents. The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.</p> <p>3</p> <p>4 South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.</p> <p>5</p> <p>6 The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.</p> <p>7</p> <p>8 The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.</p> <p>1 Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</p> <p>Sincerely,</p> <p>Norman & Shirley Davis 6021 E Avenida Arriba Tucson, AZ 85750-1869</p>

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

Code	Comment Document

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

Code	Comment Document
	<p data-bbox="428 431 801 512"> From: Projects To: ADOT Subject: FW: 202 Extension Date: Tuesday, July 09, 2013 1:44:51 PM </p> <hr/> <p data-bbox="428 600 749 758"> Thank you, Felicia Beltran Senior Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-319-7709 azdot.gov </p>  <p data-bbox="428 862 910 949"> From: Linda Davison [mailto:linda.davison66@gmail.com] Sent: Tuesday, July 09, 2013 11:46 AM To: Projects Subject: 202 Extension </p> <p data-bbox="428 973 1292 1078"> I am a homeowner on S. Desert Foothills Pathway, and I vote "no" for the extension of 202. Please consider the drastic consequences of making Pecos Road a major thoroughfare. It will cause major pollution and noise in the SW corner of the city - an area I found to have some peace and relative quiet. Thank you. </p> <p data-bbox="428 1102 773 1151"> Linda Davison Homeowner in San Simeon Complex </p> <hr/> <p data-bbox="428 1266 1292 1332"> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>

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Code	Issue	Response
1	Alternatives, E1 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Air Quality	
3	Noise	

Code	Comment Document
	<p data-bbox="428 433 801 514"> From: Projects To: ADOT Subject: FW: 202 Date: Monday, May 20, 2013 8:33:26 AM </p> <hr/> <p data-bbox="428 620 895 729"> -----Original Message----- From: David R de la Rosa [mailto:ddelar62@yahoo.com] Sent: Friday, May 17, 2013 11:29 PM To: Projects Subject: 202 </p> <p data-bbox="428 747 1153 774"> Please complete the 202 Loop as it's a necessary road for the good of the Phoenix area </p> <p data-bbox="428 792 584 814"> Sent from my iPad </p> <hr/> <p data-bbox="428 878 1283 967"> Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments. </p>

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p data-bbox="428 439 801 520"> From: Projects To: ADOT Subject: FW: common sense Date: Monday, May 20, 2013 8:41:20 AM </p> <hr/> <p data-bbox="428 610 864 701"> From: Peter debrie [mailto:peterdebrie@yahoo.com] Sent: Friday, May 17, 2013 7:40 PM To: Projects Subject: common sense </p> <p data-bbox="428 727 1286 883"> We all want the State to make progress but their are all ways a few who want to stop progress. We Need to expand the freeway system but lets not make the same mistakes as the other freeways. Better to make them big enough so we don't have to make the roads or bridges wider in a few years. </p> <hr/> <p data-bbox="428 943 1286 1014"> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>

Code	Issue	Response
1	Design	<p>The proposed freeway at one point featured a ten-lane freeway cross section, with three general purpose lanes in each direction and sufficient right-of-way to add a high-occupancy vehicle lane and a general purpose lane in each direction in the median in the future (when warranted by travel demand). The Maricopa Association of Governments, in association with the Arizona Department of Transportation, later examined an eight-lane freeway cross section, with three general purpose lanes and one high-occupancy vehicle lane in each direction (see Final Environmental Impact Statement pages 3-19 and 3-20). Such a configuration would reduce the right-of-way needed for the freeway without jeopardizing its ability to meet the purpose and need criteria. Additionally, the eight-lane freeway would cost about \$200 million less than the ten-lane freeway (see the Final Environmental Impact Statement, beginning on page 3-23). Because the eight-lane freeway would meet the project’s purpose and need and would do so with lower costs, less right-of-way acquisition, and fewer impacts than the ten-lane freeway, it was carried forward for further study. All eight lanes would be constructed at the same time.</p>

Code	Comment Document
1	<p data-bbox="428 431 801 512"> From: Projects To: ADOT Subject: FW: 202 Date: Monday, May 20, 2013 8:32:13 AM </p> <hr/> <p data-bbox="428 604 839 693"> From: Karen Dees [mailto:deesfam@yahoo.com] Sent: Saturday, May 18, 2013 7:08 AM To: Projects Subject: 202 </p> <p data-bbox="428 713 547 741">18 May 2013</p> <p data-bbox="428 766 547 794">Dear ADOT,</p> <p data-bbox="428 818 1292 923"> My husband is in the highway construction business as a truck driver. PLEASE help us continue our just above the poverty line life by giving the go ahead on this vital project. Maybe he'll get more work. Please. We are both Arizona natives and don't want to have to chase work in another state. </p> <p data-bbox="428 947 602 975">Karen Tucker Dees</p> <hr/> <p data-bbox="428 1036 1292 1104"> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p data-bbox="428 431 811 512"> From: Projects To: ADOT Subject: FW: Loop 202 Date: Thursday, May 23, 2013 9:15:12 AM </p> <hr/> <p data-bbox="428 604 932 693"> From: deirdre degagne [mailto:deirdredegage@gmail.com] Sent: Thursday, May 23, 2013 8:49 AM To: Projects Subject: Loop 202 </p> <p data-bbox="428 717 1227 814"> We would like to register our agreement with the Loop 202 extension-South Mountain Freeway. Our home is at: 7322 West Alta Vista Road in Laveen, and it would be very beneficial. Sincerely, Deirdre & Hubert Degagne </p> <hr/> <p data-bbox="428 874 1289 943"> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: Sierra Club on behalf of Jonas DeLong To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Monday, May 27, 2013 1:44:11 PM</p> <hr/> <p>May 27, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>2 The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.</p> <p>3</p> <p>4 South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.</p> <p>5</p> <p>6 The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.</p> <p>7</p> <p>8 The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.</p> <p>1 Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</p> <p>Maricopa County and the State of Arizona does so little now to protect our environment, I don't think we need another freeway to add to our air pollution problem. Please do not build this freeway, rather consider investing more in mass transit.</p> <p>Sincerely,</p>

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

Code	Comment Document
	<p data-bbox="397 433 671 499">Mrs. Jonae DeLong 5868 E Sanna St Paradise Valley, AZ 85253-1762</p>

Code	Issue	Response
8	<p data-bbox="1721 284 1948 344">Neighborhoods/ Communities</p>	<p data-bbox="1970 284 2909 802">Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.</p>

Code	Comment Document
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4362

1 Okay, we'll go to the next name, Steve Trussell.
 2 Is Steve Trussell in the auditorium? Here he comes.
 3 If there's anyone else in the auditorium that
 4 would like to speak today, please make sure that you
 5 register first so we can get your name into the list.
 6 THE FACILITATOR: Daniel Demerritt. Did I
 7 pronounce the name correctly?
 8 MR. DEMERRITT: Yes, you did.
 9 I'm not going to go over all of the stuff that
 10 that gentleman went over, because he pretty much did a
 11 lot of the work for me in the beginning. I'm a Laveen
 12 resident, we have lived in the area for seven years, and
 13 we have long seen many developments that were needed by
 14 the community; specifically, hospitals, major retail
 15 developments. We have to drive 20 minutes to go anywhere
 16 to spend our money, and that money is now linking into --
 17 you know, that tax money is now linking into neighboring
 18 municipalities. The community has needed this, you know,
 19 now more than ever, but has needed it for a long time and
 20 we are, you know, very far along and we -- you know,
 21 there's just no reason why we should not do the freeway.
 22 I don't see -- I mean, I understand the environmental
 23 impacts when it comes to the mountain, I'm sorry that
 24 there's no other, you know, real route to that, because
 25 no one is cooperating with us on, you know, other areas.

Page 11

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 www.drivernix.com

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Code	Issue	Response
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1		Comment noted.
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Code	Comment Document
<p>2</p> <p>3</p>	<p>1 I look at the Dreamy Draw, it was the same</p> <p>2 situation, I'm sure there was a lot of contention with it</p> <p>3 then and, you know, I drive through this, you know,</p> <p>4 pretty much three and four times a week and it's</p> <p>5 beautiful. I mean, it's something that I enjoy driving</p> <p>6 through. You know, it's something that ADOT did a good</p> <p>7 job with and I believe that they can do the same with the</p> <p>8 South Mountain freeway.</p> <p>9 I do want to point out that, you know, I do live</p> <p>10 fairly close to where the freeway is supposed to go</p> <p>11 through within, you know, half a mile, I believe that</p> <p>12 they have a lot of things that they can do to keep the</p> <p>13 sound to a minimum. I know that, you know, yeah, it will</p> <p>14 increase traffic truck-wise because it's an easy</p> <p>15 alternative, but that's something that's going to relieve</p> <p>16 the traffic that is basically causing the I-10 to back up</p> <p>17 every morning.</p> <p>18 The other part of it or, you know, more on the</p> <p>19 sound, I mean, they have rubberized asphalt, you know,</p> <p>20 the sound wall barriers. Hopefully, you know, we can</p> <p>21 think about doing some more walkability and bikeability</p> <p>22 type situations, but I don't see that in the plan</p> <p>23 currently, but it looks like it could be easily done.</p> <p>24 Thank you for hearing my comments, and I hope they build</p> <p>25 the 202.</p> <p style="text-align: right;">Page 12</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
2	Purpose and Need, Truck Bypass	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Design	The study has considered concepts for parallel multiuse paths; however, the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.

Code	Comment Document
	<p>From: Sierra Club on behalf of Lynn Demuth To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Monday, June 03, 2013 7:14:01 PM</p> <hr/> <p>Jun 3, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>2 3 The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit.</p> <p>4 5 South Mountain Freeway would have extreme negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air.</p> <p>6 The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, and valuable public spaces will be lost. I am a frequent hiker in South Mountain Park and cannot imagine what a freeway on the west end would do the experience. The beauty and relative solitude of the park would be destroyed.</p> <p>7</p> <p>8 The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.</p> <p>1 Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</p> <p>Sincerely,</p> <p>Dr. Lynn Demuth 2961 W Comstock Dr Chandler, AZ 85224-5708 (480) 699-0237</p>

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

Code	Comment Document

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

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 491 857 560">INCOMING CALL DATE: 7/23/13</td> <td data-bbox="857 491 1339 560">INCOMING CALL TIME: 11:31 AM</td> </tr> <tr> <td data-bbox="376 560 857 628">CALLER: ROBYN DERKS</td> <td data-bbox="857 560 1339 628">CALLER ADDRESS: 2724 WEST FLINT STREET, CHANDLER, ARIZONA 85224</td> </tr> <tr> <td data-bbox="376 628 857 681">PHONE:</td> <td data-bbox="857 628 1339 681">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: Yes, I am in support of the freeway. I wanted it for many years as my husband travels that way and I do support the freeway. Bye.</p>	INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 11:31 AM	CALLER: ROBYN DERKS	CALLER ADDRESS: 2724 WEST FLINT STREET, CHANDLER, ARIZONA 85224	PHONE:	EMAIL:
INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 11:31 AM						
CALLER: ROBYN DERKS	CALLER ADDRESS: 2724 WEST FLINT STREET, CHANDLER, ARIZONA 85224						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: Sierra Club on behalf of James Derrig To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Tuesday, June 04, 2013 8:38:01 AM</p> <hr/> <p>Jun 4, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.</p> <p>South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks.</p> <p>The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.</p> <p>The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.</p> <p>Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</p> <p>Sincerely,</p> <p>Mr. James Derrig 19006 N 76th Ave Glendale, AZ 85308-8300 (623) 561-1545</p>

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

Code	Comment Document

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

Code	Comment Document
1	<p>Mukesh Desai Document Created: 6/18/2013 11:55:08 PM by Web Comment Form</p> <p>Very useful presentation, gives citizens overview quickly. I personally support project. I live in Fishkill Reserve community and some homes in our community are going to be impacted. However, I believe, for vast majority of residents this highway will be beneficial as it will improve access. I still do not know, if proposed highway will be elevated, or only be elevated throughout or only at certain places. I still do not know, how our view of Estrella mountains and South Mountain will remain ?</p>

Code	Issue	Response
1	Design	<p>The freeway profile, or elevation, is determined by a number of engineering factors including geology, drainage, and cost, among others. Like most freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would maintain a rolling profile, being elevated above most major cross streets and dropping to near ground level between interchanges (see Figures 3-20 to 3-25 beginning on Final Environmental Impact Statement page 3-42).</p>

Code	Comment Document
	<p>From: Michelle To: Projects Subject: against freeway expansion in Ahwatukee Date: Tuesday, June 04, 2013 9:37:41 PM</p> <hr/> <p>I've been a resident of Ahwatukee since 2001, and I originally worked here as a teacher starting in 1995. I do not know, nor have I ever known, one person who is in favor of this freeway. Everyone I know opposes it.</p> <p>1 2 3 4 5</p> <p>We are concerned about air pollution, noise pollution, and safety. We moved here because this is a quiet and safe bedroom community. Tearing away people's homes and a local place of worship to build yet another freeway is unconscionable.</p> <p>Please listen to local residents' wishes and halt this project.</p> <p>If you must move forward and continue to pollute this city even more with yet another freeway, then there are miles of Indian reservation that can be built upon which will avoid the senseless destruction of taxpayers' properties.</p> <p>Thank you.</p> <p>Best, Michelle DeSpain Ahwatukee Resident -- 85048</p> <p>6</p> <p>P.S. Allergies, asthma, and respiratory issues have skyrocketed in Maricopa County in recent years. As educated citizens, we are all very much aware of the link between pollution and these health issues. Shouldn't the health and wellbeing of citizens be the #1 priority of our city?</p>

Code	Issue	Response
1	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Noise	
3	Neighborhoods/Communities	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
4	Neighborhoods/Communities	A freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-1 and 4-21). Homes and the church were built after freeway was conceived and per state law should have been informed of the proposed facility (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.).
5	Alternatives, Gila River Indian Community Alignment	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
6	Health Effects	

Code	Comment Document
1	<p>Susan Detwiler Document Created: 7/14/2013 5:32:41 PM by Web Comment Form</p> <p>This project is an important part of the regional transportation system in Maricopa County. Funding has been approved through Proposition 400 and it is paramount that the project move forward while funding is in place. I fully support this project and look forward to it's completion.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>Why I oppose the South Mountain Freeway</p> <p>I grew up in Chicago, moved to Phoenix in 1974 and South Mountain Park was one of the first places I hiked. I still rave about this wonderful place to out-of-town visitors. We have the largest city park in the U.S., 11 mile trail east to west, and no matter how full the parking lot in Ahwatukee, the trails always feel like wilderness (if you don't look at the valley below). When I worked in South Phoenix, I organized and led hikes for low income South Phoenix families, showed them petroglyphs and talked of native peoples who had passed through here for thousands of years. It is awe-inspiring to consider how we remain connected to our past; it is indeed sacred and an important lesson to teach our children.</p> <p>Three reasons I oppose the proposed freeway:</p> <p>1. We must respect the people who lived here first and for generations since. Native peoples from the Gila River Indian Community voted against allowing the freeway through their lands and sacred places. When European-Americans first came to these lands, we did not respect their beliefs. We were wrong then and must not repeat these errors. If Native Americans do not want this highway, then we must not violate their wishes.</p> <p>2. Division and destruction of land creates pollution – noise and carbon monoxide don't stop at the side of a highway. Animals native to this land - pumas, coyotes, javelinas, birds, reptiles – belong here and we have the responsibility to protect their habitats. During my lifetime, we have come a long way in learning the importance of environment and inter-connectivity. Do not break this growing respect for our environment.</p> <p>3. Home owners have the responsibility to consider transportation before they buy. I have owned 5 homes during my life; I believe it is outrageous and arrogant to move into an area, then try to change its very essence for our own personal comfort. It's the attitude – "Now I'm here, so now you do what I want." What a terrible message to send our children!</p> <p>I love this park and ask you to send our children a message of the importance of respect and protection of our heritage and natural environment by saying no to building a freeway through South Mountain Park.</p> <p>Jeanne Devine, retired senior and environmental activist 3323 S. McAllister Ave Tempe, Arizona, 85282 Maricopa County</p>

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

Code	Comment Document
	<p data-bbox="459 338 515 364">4410</p> <div data-bbox="459 385 1339 1641" style="border: 1px solid black; padding: 5px;"> <p data-bbox="478 425 1308 883">1 And the Gila River Indian Community for years 2 has been opposed to the build and the people and the 3 state have bent over backwards to accommodate their 4 wishes. The proposed build of the freeway now does not 5 encroach on their land, and because of the painstaking 6 efforts of so many people, I would ask now that they 7 respect our wishes and needs, so that we can build this 8 much-needed thoroughfare so the west side of the Valley 9 can prosper in the same way as the east side of the 10 Valley. Thank you very much.</p> <p data-bbox="478 903 1050 929">11 THE FACILITATOR: Thank you.</p> <p data-bbox="478 949 1292 1076">12 If you'd like to speak, please go out to the 13 registration table and get registered. Your name will 14 appear on our list and we'll call you up. Thank you.</p> <p data-bbox="478 1096 1252 1171">15 Jeane Devine. Could you come over to this 16 microphone, we're going to switch you guys.</p> <p data-bbox="478 1191 1339 1600">17 MS. DEVINE: Am I -- can you hear me? Thank you 18 very much for having these hearings also. I wrote just 19 from my heart like why I'm here and why I'm opposed to 20 the South Mountain freeway. I grew up in Chicago, I 21 moved to the Phoenix area in 1974 and South Mountain Park 22 was one of the first places that I hiked, I'm still 23 hiking today; I'm 71 years old. I still rave about this 24 wonderful place of South Mountain Park to out-of-town 25 visitors. And we have the largest city park in the</p> </div> <p data-bbox="1236 1649 1339 1675" style="text-align: right;">Page 81</p> <p data-bbox="491 1695 1299 1755" style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
<p>1</p> <p>2</p> <p>3</p> <p>4</p> <p>5</p> <p>6</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>	<p>United States, 11-mile trail from east to west, and no matter how full the parking lot in Ahwatukee, which is where I usually park, the trails always feels like wilderness, if you don't look down into the Valley.</p> <p style="padding-left: 40px;">But when I worked in South Phoenix also, I organized and led hikes for low-income South Phoenix families and I showed them petroglyphs and talked of native peoples who passed through here for thousands of years. This is awe-inspiring to consider how we remain connected our past. It's indeed sacred and an important lesson to teach our children.</p> <p style="padding-left: 40px;">So I have three reasons why I'm really opposed to this freeway. The first one is we must respect the people who lived here first and have for generations since. Native people from the Gila River Indian Community voted against allowing the freeway through their lands and sacred places. When European Americans first came to these lands, we did not respect their beliefs. We were wrong then and we must not repeat these errors. If Native Americans do not want this highway, then we must not violate their wishes.</p> <p style="padding-left: 40px;">Number two, division and destruction of land causes pollution. Noise and carbon monoxide don't stop at the side of a highway. Animals native to this land, pumas, coyotes, javelinas, birds, reptiles belong here</p> <p style="text-align: right; font-size: small;">Page 82</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
1	Cultural Resources	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>
2	Alternatives, No-Action (No-Build) Alternative	
3	Noise	
4	Air Quality	
5	Biology, Plants, and Wildlife	

Code	Comment Document
<p style="text-align: center;">6</p>	<p>1 and we have the responsibility to protect their habitats. 2 During my lifetime we have come a long ways in learning 3 the importance of environment and interconnectivity, so 4 do not break this growing respect for our environment. 5 And the third reason I have is that homeowners 6 have the responsibility to consider transportation before 7 they buy a home. I have owned five homes during my life, 8 I know what it means to look at your home and where 9 you're going to live, and I believe it's outrageous and 10 arrogant to move into an area and then try to change its 11 very essence for our personal comfort. It's the attitude 12 of now I'm here, so you need to change things for me. 13 It's a terrible message to send our children. 14 I love this park and I ask you to send our 15 children a message of the importance of respect and 16 protection of our heritage and natural environment by 17 saying no to building a freeway through South Mountain 18 Park. Thank you. 19 THE FACILITATOR: Thank you. 20 Anybody who would like to speak, please go out 21 to the registration table, get registered, we'll be happy 22 to hear you. 23 Mike Franklin. Could you come to this mic over 24 here, please. 25 MR. FRANKLIN: Must be on. Okay. My name is</p> <p style="text-align: right;">Page 83</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
<p style="text-align: center;">6</p>	<p>Section 4(f) and Section 6(f)</p>	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>

Code	Comment Document
	<p data-bbox="428 433 801 520"> From: Projects To: ADOT Subject: FW: Do the 202 Date: Monday, May 20, 2013 8:42:05 AM </p> <hr/> <p data-bbox="428 606 857 693"> From: Sean Dhaemers [mailto:badraptor@aol.com] Sent: Friday, May 17, 2013 7:15 PM To: Projects Subject: Do the 202 </p> <p data-bbox="211 721 261 774">1</p> <p data-bbox="428 747 749 774">This must be done please consider</p> <p data-bbox="428 798 935 818">From my Android phone on T-Mobile. The first nationwide 4G network.</p> <hr/> <p data-bbox="428 883 1292 949"> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: South Mountain Freeway Comment For Record Date: Monday, July 15, 2013 11:12:00 AM </p> <hr/> <p> Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov </p> <p> -----Original Message----- From: Keith Diamanti [mailto:kjdiamanti@yahoo.com] Sent: Monday, July 15, 2013 11:08 AM To: Projects Subject: South Mountain Freeway Comment For Record </p> <p> Keith, Patricia, Alex and Thomas Diamanti of 16208 S. Reserve Drive are strictly against the freeway being placed on Pecos Blvd due to various environmental and health issues. </p> <p> Sent from my iPhone </p> <hr/> <p> Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments. </p>

Code	Issue	Response
1		Comment noted.

Code **Comment Document**

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

INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 4:07 PM
CALLER: DIANE	CALLER ADDRESS: 3303 SOUTH 22 ND AVENUE, PHOENIX, AZ
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

I support the 202 Freeway. Thank you.

1

Code **Issue** **Response**

1		Comment noted.
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Code	Comment Document
<p>1</p> <p>2</p>	<p style="text-align: right;">Document Created: 4/27/2013 8:42:54 AM by Web Comment Form</p> <p>Jesus Diaz</p> <p>I live on 55th Ave and Southern Ave in Laveen. My concern is the increase in noise this freeway would cause for the area. Also, is Southern Ave going to be an exit for this freeway..If so, will ADOT add more traffic lights for residents that live on 55th Ave and Southern due to the increase of traffic this would cause.</p>

Code	Issue	Response
1	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Traffic	Traffic interchanges (on- and off-ramps) would be located at Van Buren Street, Buckeye Road, Lower Buckeye Road, Broadway Road, Southern Avenue, Baseline Road, Dobbins Road, Elliot Road, 51st Avenue, 17th Avenue, Desert Foothills Parkway, 24th Street, and 40th Street. In the immediate area of the interchanges, the crossroads would be widened to their ultimate lane configuration based on the City of Phoenix General Plan. Adjacent improvements such as signals and road widening would be the responsibility of the City of Phoenix.

Code	Comment Document									
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td>INCOMING CALL DATE: 7/11/13</td> <td>INCOMING CALL TIME: 10:16 AM</td> </tr> <tr> <td>CALLER: MARIA DIAZ</td> <td>CALLER ADDRESS: 6413 W. SOUTHERN AVE.</td> </tr> <tr> <td>PHONE:</td> <td>EMAIL: 602-330-3890</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: My name is Maria Diaz. I live at 6413 West Southern. I am not pleased with what is going to happen with 59th Avenue because it will affect my house. Thank you very much.</p> <p>RESPONSE:</p> <p>Mi nombre es Maria Diaz. Yo vivo en el 6413 West Southern Avenue. No estoy satisfecho con lo que va a pasar con la avenida 59^a, ya que afecta a mi casa. ¡muchas gracias</p> <table border="1"> <tr> <td>RESPONSE DATE:</td> <td>RESPONSE TIME:</td> <td>HDR STAFF INITIAL:</td> </tr> </table>	INCOMING CALL DATE: 7/11/13	INCOMING CALL TIME: 10:16 AM	CALLER: MARIA DIAZ	CALLER ADDRESS: 6413 W. SOUTHERN AVE.	PHONE:	EMAIL: 602-330-3890	RESPONSE DATE:	RESPONSE TIME:	HDR STAFF INITIAL:
	INCOMING CALL DATE: 7/11/13	INCOMING CALL TIME: 10:16 AM								
	CALLER: MARIA DIAZ	CALLER ADDRESS: 6413 W. SOUTHERN AVE.								
	PHONE:	EMAIL: 602-330-3890								
	RESPONSE DATE:	RESPONSE TIME:	HDR STAFF INITIAL:							

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

Code	Comment Document
	<p>From: Sierra Club on behalf of Ben Dibell To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Monday, May 27, 2013 6:14:23 PM</p> <hr/> <p>May 27, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>2 The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer.</p> <p>3 ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.</p> <p>4 South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.</p> <p>5 The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.</p> <p>6 The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.</p> <p>7 Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</p> <p>8 Sincerely,</p> <p>Mr. Ben Dibell 948 S Alma School Rd Mesa, AZ 85210-2048</p>

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

Code	Comment Document

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

Code	Comment Document
	<p>From: Sierra Club on behalf of Ben Dibell To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Monday, May 27, 2013 6:14:23 PM</p> <hr/> <p>May 27, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>2 The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.</p> <p>3</p> <p>4 South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.</p> <p>5</p> <p>6 The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.</p> <p>7</p> <p>8 The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.</p> <p>1 Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</p> <p>Sincerely,</p> <p>Mr. Ben Dibell 948 S Alma School Rd Mesa, AZ 85210-2048</p>

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

Code	Comment Document

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

Code	Comment Document
	<p data-bbox="428 433 801 514"> From: Projects To: ADOT Subject: FW: Freeway Extersion-202 Date: Monday, July 08, 2013 8:49:44 AM </p> <hr/> <p data-bbox="428 620 668 776"> Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov </p> <p data-bbox="428 836 907 943"> -----Original Message----- From: Jessica DiGiacomo [mailto:jessiejoy.jd@gmail.com] Sent: Sunday, July 07, 2013 3:02 PM To: Projects Subject: Freeway Extersion-202 </p> <p data-bbox="428 963 1280 1118"> I am an owner at San Simeon Condominium in Ahwatukee and I spend half the year in that home.I choose to buy in that location because its a quiet area. My home in the city of West Sacramento California is next to HWY 5 and is 1/2 mile away and it is disgusting with the dust that ends up in my home as well as the constant swishing noise from the cars. I do not support the 202 freeway project because it will bring noise, and pollution to our neighborhood. Jessica DiGiacomo 16013 South Desert Foothills Parkway #1159 </p> <p data-bbox="428 1153 584 1179"> Sent from my iPad </p> <hr/> <p data-bbox="428 1239 1280 1330"> Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments. </p>

1 2

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

Code	Comment Document
1	<p>Michael DiGioia Document Created: 6/12/2013 4:25:55 PM by Web Comment Form</p> <p>As a resident of Ahwatukee for over 35 yrs. I believe it's about time we start construction of the SMF All these delays have been instituted by nothing more then self interest groups. Example is of So Mtn. being being desicrated. I always thought all Indian land was sacred. Lets face it. It's all about the money. Put the freeway on the res. and you have more people going to the casino and the outlet stores, as well as the resort and golf course and other attractions. Lets be real, this freeway is long over due. Pecos Rd is owned by the state, it sure doesn't make sense to spend more money and put it on the res. As far as pollution goes thats another stalling tactic. I live off 51street, should we reroute all of I-10 so my neighborhood is smog free? of course not . When I came to Arizona I-10 was only two lanes each way. There was no complaining when it turned to 8&10 lanes. That was progress. If you didn't like it you moved. If people don't like the SMF you to can move. Now that home prices are climbing I haven't heard to much from that group of people. Use common sense an let ADOT do it's job. This is progress, weve spent enough time and money for this project.</p> <p>t</p>

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


Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; padding: 2px;">INCOMING CALL DATE: 5/18/13</td> <td style="width: 50%; padding: 2px;">INCOMING CALL TIME: 1:13 PM</td> </tr> <tr> <td style="padding: 2px;">CALLER: MAYNARD DILLIMER, ARCHITECT</td> <td style="padding: 2px;">CALLER ADDRESS:</td> </tr> <tr> <td style="padding: 2px;">PHONE: 480-948-6632</td> <td style="padding: 2px;">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support building the South Mountain Freeway. I do not believe there ought to be a toll road in any form. I am a retired Architect and (Unintelligible) planning and very knowledgeable on this type of thing. This highway is long overdue. Should be done as quickly as possible. But no toll roads involved. Thank you for asking.</p>	INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 1:13 PM	CALLER: MAYNARD DILLIMER, ARCHITECT	CALLER ADDRESS:	PHONE: 480-948-6632	EMAIL:
INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 1:13 PM						
CALLER: MAYNARD DILLIMER, ARCHITECT	CALLER ADDRESS:						
PHONE: 480-948-6632	EMAIL:						

Code	Issue	Response
1	Alternatives	<p>The proposed project is part of the <i>Regional Transportation Plan</i> for the Maricopa County region. In 2004, the voters of Maricopa County approved the <i>Regional Transportation Plan</i> and the extension of a half-cent sales tax to fund its projects, including the proposed freeway. Tolls would not be involved.</p>

Code	Comment Document
	<p>From: Harry Dobell To: Projects Subject: South Mountain Freeway Date: Wednesday, June 05, 2013 4:03:26 PM</p> <hr/> <p>I went to the first meeting that was held several years ago for the Foothills area and we were told that the freeway would be dug down 14 feet with a 10 foot sound wall. Recently I heard that the freeway was not going to be dug down 14 feet because of the water runoff from South Mountain. We feel that is totally un-acceptable. You did it for Scottsdale and I think that it should be done for the foothills area. The sound reaches my house, 804 feet from the proposed freeway and the sound from a 10 lane freeway will be much worse.</p> <p>The second issue that I am concerned is with the increase cancer rates from all the particulate from all the cars and trucks exhausts being blown up against South Mountain with no-where to go. What are the expected cancer rate increases? How will this affect all the children in the three schools that are within 800-1,000 feet from the freeway? How will this affect the older residents with lung problems? What will happen if there is an inversion layer and the exhaust gases build up? What then???</p> <p>Lastly, I don't recall any comments on the crime rates increases for areas that are between exits and entrances doubling with pass thru criminals looking for an easy score.</p> <p>I would like an answer to these questions and so far I have been unable to get any.</p>

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Code	Issue	Response
1	Design	A depressed freeway option was evaluated in the Final Environmental Impact Statement and is described on pages 3-15 and 4-91. Although depressing the freeway would reduce noise levels, noise walls would still be needed to further reduce noise to meet the Arizona Department of Transportation noise policy. Whether the freeway is built aboveground with tall walls or belowground with shorter walls, the final mitigated noise levels would be nearly the same at nearby residences. The major disadvantage of building a depressed freeway would be the increased construction cost and the possible acquisition of additional right-of-way for pump stations and retention basins.
2	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Health Effects	
4	Air Quality	Meteorological information was considered in the air quality analyses [<i>Air Quality Assessment: South Mountain Freeway (SR 202L)</i> , dated March 1, 2013] conducted for the proposed action. Data from Maricopa County Air Quality Department and from the Gila River Indian Community monitoring station were compared with two, 1-month studies conducted during the winter of 2006 and the spring of 2007 along Pecos Road in the Study Area. According to the Arizona Department of Transportation, 2013, <i>Air Quality Assessment South Mountain Freeway 202L Draft Report</i> , review of wind data from the Gila River Indian Reservation Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows and stable atmospheric conditions, the wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns will tend to have a flow from the easterly component as the air flows from the east to the lower elevations along the Gila River. During the warmer hours with improved mixing, the flows typically follow the river channel and come from the north and northwest toward the south and southeast.
5	Air Quality	During the winter, temperature inversions can inhibit the dispersal of pollution (see Final Environmental Impact Statement page 4-70). In the morning, wind flows typically follow the terrain to lower elevations. As the day progresses and heating occurs, the pollution begins to disperse. Wind flow in the afternoon typically goes upward along the terrain.
6	Neighborhoods/Communities	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.

LOOP 202

Draft Environmental Impact Statement
 COMMENT FORM

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

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

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

It is helpful to ADOT to receive comments on:

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

Comments must be received or postmarked by July 24, 2013. WHAT DO YOUR STUDIES SHOW

1. ABOUT 150,000 CARS AND DIESEL TRUCK EXHAUST BEING TRAPPED AGAINST SOUTH MOUNTAIN? DIESEL EXHAUST HAS CARCINOGENS AND A 3-4 TIMES THE EXHAUST TRAPPED BY SOUTH MOUNTAIN COULD HAVE CATASTROPHIC RESULTS OF AIR QUALITY. OLDER PEOPLE AND THOSE THAT HAVE RESPIRATORY PROBLEMS WILL BE AT RISK. I HAVE NOT SEEN ANY STUDIES IN REGARDS TO SMOG BUILD-UP AGAINST SOUTH MOUNTAIN. HAVE THERE BEEN ANY TEMPERATURE INVERSION LAYER STUDIES?


2. HOW DO YOU JUSTIFY HAVING THE EXHAUST OF 150,000 CARS AND DIESEL TRUCKS PASSING BY TWO SCHOOLS FULL OF YOUNG CHILDREN? IS THAT THE ENVIRONMENT YOU WOULD WANT FOR YOUR CHILDREN?

3. _____

Optional
 Name HARRY DOBELL Email dobell@cox.net
 Address 1664 E. GLENHAVEN DR.
 City PHOENIX, AZ 85048 State AZ Zip 85048
 Phone 480 460 8148 Fax _____

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

ADOT TRACS No.: 2021 MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150

ADOT  FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix. Meteorological information was considered in the air quality analyses [<i>Air Quality Assessment: South Mountain Freeway (SR 202L)</i> , dated March 1, 2013] conducted for the proposed action. Data from Maricopa County Air Quality Department and from the Gila River Indian Community monitoring station were compared with two, 1-month studies conducted during the winter of 2006 and the spring of 2007 along Pecos Road in the Study Area. According to the Arizona Department of Transportation, 2013, <i>Air Quality Assessment South Mountain Freeway 202L Draft Report</i> , review of wind data from the Gila River Indian Reservation Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows winds and stable atmospheric conditions, the wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns will tend to have a flow from the easterly component as the air flows from the east to the lower elevations along the Gila River. During the warmer hours with improved mixing, the flows typically follow the river channel and come from the north and northwest toward the south and southeast.
2	Air Quality	During the winter, temperature inversions can inhibit the dispersal of pollution (see Final Environmental Impact Statement page 4-70). In the morning, wind flows typically follow the terrain to lower elevations. As the day progresses and heating occurs, the pollution begins to disperse. Wind flow in the afternoon typically goes upward along the terrain.
3	Health Effects	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
	<p>LOOP 202 <i>South Mountain</i> Freeway Study</p> <p>Draft Environmental Impact Statement COMMENT FORM</p> <p>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process. ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation. When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</p> <p>It is helpful to ADOT to receive comments on:</p> <ul style="list-style-type: none"> • A particular alternative, environmental impact assessment, and/or draft mitigation. • Any information you feel is incomplete or incorrect. • How the proposed action would affect you. <p>Comments must be received or postmarked by July 24, 2013.</p> <p>1. WE ARE BEING TOLD THAT THERE WILL BE NOISABATEMENT INSTALLED. WHAT HAPPENS IF YOU ARE WRONG?</p> <p>2. WE HAVE BEEN TOLD THAT IF YOU LIVE BETWEEN TWO ON-RAMP INTERSTATE FREEWAY, THE CRIME RATE WILL DOUBLE. WHO WILL TAKE CARE OF THAT?</p> <p>Optional Name <u>HARRY DOBELL</u> Email <u>DOBELL@COX.NET</u> Address _____ City _____ State _____ Zip _____ Phone _____ Fax _____</p> <p>Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007</p> <p>ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150</p> <p>ADOT U.S. Department of Transportation Federal Highway Administration FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</p>

Code	Issue	Response
1	Noise	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p> <p>The Federal Highway Administration developed the noise regulations as required by the Federal-Aid Highway Act of 1970 (Public Law 91-605, 84 Stat. 1713). The regulation, 23 Code of Federal Regulations 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise, applies to highway construction projects where a State department of transportation has requested Federal funding for participation in the project. The regulations contain noise abatement criteria, which represent the upper limit of acceptable highway traffic noise for different types of land uses and human activities. The regulations do not require meeting the abatement criteria in every instance. Rather, they require highway agencies make every reasonable and feasible effort to provide noise mitigation when the criteria are approached or exceeded. Compliance with the noise regulations is a prerequisite for the granting of Federal-aid highway funds for construction or reconstruction of a highway. In 1998, the Federal Highway Administration released the Traffic Noise Model, which has been upgraded several times since its release. It was developed as a means for aiding compliance with policies and procedures under Federal Highway Administration regulations. The model is a state-of-the-art computer program used for predicting noise impacts in the vicinity of highways. It uses advances in personal computer hardware and software to improve upon the accuracy and ease of modeling highway noise, including the design of effective, cost-efficient highway noise barriers. These components are supported by a scientifically founded and experimentally calibrated acoustic computation methodology, as well as an entirely new, and more flexible data base, than the former model. The database consists of over 6000 measurements at forty sites across the country.</p>
2	Neighborhoods/Communities	<p>While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.</p>

Code	Comment Document
1	<p>1 MR. DOBELL: My name is Harry DoBell and</p> <p>2 I live at 1664 East Glenhaven Drive which would be</p> <p>3 804 feet from the new freeway. When I went to the</p> <p>4 very first meeting, it was about three or four years</p> <p>5 ago. I can't remember. We were told that the</p> <p>6 freeway would be dug down 14 feet with a 10 foot</p> <p>7 sound wall.</p> <p>8 Since that time, we now have been told</p> <p>9 that it's not going to be dug down which will</p> <p>10 increase the noise and the exhaust gases coming into</p> <p>11 our neighborhood. We now have probably less than</p> <p>12 50,000 cars a day by there, and it's going to be</p> <p>13 150,000 with the freeway. At the current rate level</p> <p>14 of cancer for 40,000 cars, it's going to triple with</p> <p>15 150,000 cars, and I haven't heard anyone address that</p> <p>16 issue of what can be done about it to mitigate it.</p> <p>17 My house is approximately 18 years old</p> <p>18 and does not have soundproof windows. At this time,</p> <p>19 I can hear noise from Pecos lightly. With 150,000</p> <p>20 diesel trucks morning, noon and night, what is going</p> <p>21 to be done about the sound mitigation? And digging</p> <p>22 it down 14 feet with a 10 foot wall would have</p> <p>23 helped, but now what is it going to be?</p> <p>24 Also crime rates. We've been told that</p> <p>25 if you live between an entrance and an exit on an</p>
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Code	Issue	Response
1	Design	A depressed freeway option was evaluated in the Final Environmental Impact Statement and is described on pages 3-15 and 4-91. Although depressing the freeway would reduce noise levels, noise walls would still be needed to further reduce noise to meet the Arizona Department of Transportation noise policy. Whether the freeway is built aboveground with tall walls or belowground with shorter walls, the final mitigated noise levels would be nearly the same at nearby residences. The major disadvantage of building a depressed freeway would be the increased construction cost and the possible acquisition of additional right-of-way for pump stations and retention basins.
2	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Health Effects	
4	Noise	Noise barriers are designed to provide a substantial reduction in noise levels along freeways, but do not and cannot eliminate noise from passing into nearby neighborhoods. Just because noise can be heard does not mean that noise barriers are ineffective. Even at the levels considered "acceptable" by the Arizona Department of Transportation Noise Abatement Policy and Federal Highway Administration regulations, noise is still readily audible and can be heard for some distance from the freeway.
5	Purpose and Need, Truck Bypass	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
6	Neighborhoods/Communities	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.

Code	Comment Document
1	<p>1 MR. DOBELL: My name is Harry DoBell. My</p> <p>2 concern is with 150,000 cars a day going by there and</p> <p>3 a lot of them being trucks, diesel trucks, diesel is</p> <p>4 known for carcinogens, and all that buildup is going</p> <p>5 to be blown up against South Mountain and stuck</p> <p>6 there. What are the conditions going to be? How are</p> <p>7 people with breathing problems and older people going</p> <p>8 to -- how are they going to handle it? And has any</p> <p>9 tests been done? Has any things been done to see</p> <p>10 what it would be with a buildup? Because I haven't</p> <p>11 heard of any.</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>
Page 5	
<p>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>	

Code	Issue	Response
1	Air Quality	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p> <p>Meteorological information was considered in the air quality analyses [<i>Air Quality Assessment: South Mountain Freeway (SR 202L)</i>, dated March 1, 2013] conducted for the proposed action. Data from Maricopa County Air Quality Department and from the Gila River Indian Community monitoring station were compared with two, 1-month studies conducted during the winter of 2006 and the spring of 2007 along Pecos Road in the Study Area. According to the Arizona Department of Transportation, 2013, <i>Air Quality Assessment South Mountain Freeway 202L Draft Report</i>, review of wind data from the Gila River Indian Reservation Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows winds and stable atmospheric conditions, the wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns will tend to have a flow from the easterly component as the air flows from the east to the lower elevations along the Gila River. During the warmer hours with improved mixing, the flows typically follow the river channel and come from the north and northwest toward the south and southeast.</p>
2	Health Effects	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>

Code	Comment Document
	<p data-bbox="428 433 801 514"> From: Paul Dodson To: Projects Subject: south mountain freeway Date: Monday, May 27, 2013 1:52:58 PM </p> <hr/> <p data-bbox="428 554 1299 782"> As a resident of the 51 st, ave. Mc dowell rd. area for the past 40 + years . It is my experience that the congestion on I -10 from 27 th. To 83 rd. avenues has reached it's max. you can not get on or off the freeway with any measure of safety. As a trucker with over 50 years of driving the roads it would be safer to hook into the 303 . as most truckers that don't need to be in the city take buckeye or cut down to I -80. The Indian nation would be happier if the truckers did not take 51st. ave. to get to Tucson. The outer loop off 303 and I-10 would benefit all the truckers, Indian nation and travelers. Our city traffic is maxed out too much now. As an added benefit the Indians would have another area to build another casino. Thank you </p>

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Code	Issue	Response
1	Alternatives, W59 Alternative Versus W101 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Purpose and Need, Truck Bypass	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix. State Route 30 is planned to connect the South Mountain Freeway to State Route 303L (see Figure 1-2 on page 1-6 of the Final Environmental Impact Statement).

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 493 1345 657"> <tr> <td data-bbox="376 493 860 560">INCOMING CALL DATE: 05/13/13</td> <td data-bbox="860 493 1345 560">INCOMING CALL TIME: 12:04 PM</td> </tr> <tr> <td data-bbox="376 560 860 610">CALLER: DAVID DOIRON</td> <td data-bbox="860 560 1345 610">CALLER ADDRESS: 332 AEPLI DRIVE, TEMPE, AZ S85282</td> </tr> <tr> <td data-bbox="376 610 860 657">PHONE:</td> <td data-bbox="860 610 1345 657">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I am in favor of the Loop 202 South Mountain Freeway in the southwest valley. Thanks.</p>	INCOMING CALL DATE: 05/13/13	INCOMING CALL TIME: 12:04 PM	CALLER: DAVID DOIRON	CALLER ADDRESS: 332 AEPLI DRIVE, TEMPE, AZ S85282	PHONE:	EMAIL:
INCOMING CALL DATE: 05/13/13	INCOMING CALL TIME: 12:04 PM						
CALLER: DAVID DOIRON	CALLER ADDRESS: 332 AEPLI DRIVE, TEMPE, AZ S85282						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

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

INCOMING CALL DATE: 6/15/13	INCOMING CALL TIME: 11:57 AM
CALLER: WILLIAM DOLAN	CALLER ADDRESS: SUN CITY WEST, ARIZONA
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

I am in favor of the new South Mountain freeway. Goodbye.

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Code	Issue	Response
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1		Comment noted.
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Code	Comment Document
	<p>ADOT Loop 202 South Mountain Freeway Study 1655 W. Jackson Street MD126F Phoenix, AZ 85007</p> <p>Dear ADOT,</p> <p>Your DEIS did not include concerns I and others raised as there are many deficiencies with this DEIS. I am a member of PARC and I am concerned about the many issues not sufficiently addressed or omitted in the recent DEIS. Please have these items addressed and entered into the public comment section of the process:</p> <p>A) More Air Quality Issues to Increase in Foothills Reserve Community's The Phoenix metro area has had problems for decades meeting the air quality standards for particulate matter (PM) and other criteria pollutants. (Ozone levels are too high in the East Valley and Fountain Hills, for example.) There have been several exceedances of the standards for PM set by EPA under the authorities given the agency by the Clean Air Act (CAA). The problem has been so bad over the years that currently, EPA is examining sanctions that include blocking a billion dollars in highway funds.</p> <p>B) New Health Findings from Studies in Boston, MA and Los Angeles, CA 2011 – 2013 not incorporated in DEIS Documented proof submitted to the EPA in studies found health risks from living within 1 mile of 6 lane highways which create fine and ultrafine particulate matter. Impact of living so close to the highway causes: child hood leukemia, asthma, autism, increase of coronary disease, cancer and lung disease. This impact to thousands of nearby school children, adults and elderly needs to be studied and put in DEIS. Past studies from 2005, 2011, 2012 and 2013 facts have not been included in DEIS as requested. Impacts to the families who will remain after the highway is built in Ahwatukee's Foothills Reserve have clearly not been addressed. In addition sound decibel studies of the SMF's impact to our community and its wild life, including constant compounded sound echo's off the 2 nearby mountain ranges in this unique micro climate have not been addressed in the DEIS as requested. Facts on ultra-fine and fine particulates caused by the project have not been reported nor its health impacts reported with current scientific facts from those experts throughout the United States. All serious health impacts have to take a priority over shorter commutes and business development.</p> <p>C) Traffic Congestion Issues at West I-10 Junction The junction of the South Mountain Freeway on its west end with Interstate 10 may have been an idea conceived many years ago, but the traffic congestion that exists at the area between 59th and 51st Avenues on that freeway during morning and evening rush hours in 2013 is more than extreme. Yet there is no mention in the DEIS of the cumulative impacts and effects of traffic congestion at that proposed junction</p> <p>D) High-Sulfur Diesel and added benzene increase; Truck Bypass Negated due to added Truck Traffic from Mexico The modeling of air pollution impacts in the DEIS do not include the additional air pollution from truck traffic from Mexico. The DEIS briefly mentions the issue, but it claims it has no way to know what impact this would be. Patently absurd. This bypass is also now the designated route of the Canamex Highway, and it is Interstate 8 (south of Casa Grande) to State Highway 85, to Interstate 10, west of the Phoenix metro area. Further, trucks originating in Mexico will be fueled with diesel that doesn't meet the CARB diesel standards adopted by Arizona over a decade ago. In Mexico, there is no regulation about the sulfur in diesel fuel. Once this additional pollution is honestly quantified and factored in, there would be a huge net increase in air pollution from the SMF, and associated increases in asthma, heart disease, premature death, and other adverse health impacts. Truck restriction laws need to be written.</p> <p>E) Air Toxics Already a Crisis but Not Mentioned and Local Specific Data not Gathered nor Updated since 2006 In 2005, there was an extensive air monitoring of certain toxic chemicals (air toxics) conducted by EPA and ADEQ in a joint effort named the Joint Air Toxics Assessment Program (JATAP). The monitoring sites included a site near St. Johns on the GRIC, and some in west Phoenix and South Phoenix. The JATAP monitoring results were reported in 2006, during a time the data for the DEIS was being gathered, and it found levels of certain toxic chemicals associated with vehicular emissions were above the standard of a one in a million chance of cancer in a lifetime of exposure in the west Phoenix, south Phoenix, and GRIC sites. The JATAP monitoring found in the high end of the monitoring levels, formaldehyde at 34 times this standard; benzene at 8 times this standard, 1,3 butadiene at 7.5 times this standard, acetaldehyde at 3.4 times this standard. And, remember, citizens are being subjected to all of these carcinogens, not just one. Some o chemicals are attributed to "mobile sources," or vehicular traffic burning hydrocarbons. Adding more vehicular traffic emissions by building a freeway where there had not been one would add to this toxic burden. The JATAP results are not included in the DEIS, but instead there is a strange missive about the uncertainty of the risk from these air toxics standards, which is not true. The cancer risk standards have been promulgated and published by EPA after extensive research, and are well-known. See Point B)</p> <p>F) Risks from Hazardous Materials Transportation Incidents Due to the SMF There are no industries using and emitting toxic chemicals in Ahwatukee Foothills, and no hazardous materials (hazmat) transportation issues and risks because none of these chemicals, other than gasoline and diesel, are being shipped into the area, other than incidentally adjacent on Interstate 10, which is east of the area. Since the NEPA process started, Ahwatukee Foothills residents and others have consistently raised concerns about the added risks from the transportation of hazmat on the new NEPA requires examination of cultural, social, and economic impacts, and the new hazmat traffic and risks caused by the SMF would affect all of these topic areas.</p> <p>G) Blasting South Mountain: Religious, Racial Discrimination of Civil Rights Violations in DEIS The DEIS clearly discriminates on the basis of religion and race. ADOT plans for blasting <i>Muhadagi Doog</i> (South Mountain) are ongoing civil rights violations. Throughout the DEIS, it is acknowledged that the GRIC and other native American tribes hold <i>Muhadagi Doog</i> as a sacred site. From the actual language of the DEIS: "The South Mountains are highly valued and considered sacred by some Native American communities. Building SMF will constitute a violation of the 14th Amendment to the Constitution and a violation of the American Indian Religious Freedom Act as any freeway alternative proposed in the DEIS of the South Mountain Freeway requires blasting away part of <i>Muhadagi Doog</i>. New wind patterns caused by cutting thru mountains have not been studied and will cause pollution to be trapped.</p> <p>Sincerely concerned, <i>Mrs. Trancee Domigan</i> Resident of Foothills Reserve</p> <p><i>also Please save our Church on Recos Don't tear it down</i></p>
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Code	Issue	Response
1	Air Quality	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p> <p>In May 2012, the Arizona Department of Environmental Quality submitted a revised Maricopa Association of Governments 2012 Five Percent Plan for the region. On July 20, 2012, the U.S. Environmental Protection Agency made an official finding that the Maricopa Association of Governments 2012 Five Percent Plan was administratively complete. This decision ended the sanctions clocks associated with Arizona's decision to withdraw the Maricopa Association of Governments 2007 Five Percent Plan. On February 6, 2014, the U.S. Environmental Protection Agency published a notice in the <i>Federal Register</i> proposing to approve the Maricopa Association of Governments 2012 <i>Five Percent Plan for Attainment of the PM-10 Standard</i> for the Maricopa County Nonattainment Area. In the same notice, the U.S. Environmental Protection Agency stated that it would concur with exceptional event (as a result of haboobs and dust storms) documentation prepared by the Arizona Department of Environmental Quality, which would give the region the 3 years of clean data needed for attainment of the particulate matter (PM₁₀) 24-hour standard. Finally on May 30, 2014, the U.S. Environmental Protection Agency approved the 2012 Five Percent Plan and found the area in attainment of the 24-hour particulate matter (PM₁₀) standard based on monitoring data for the years 2010 to 2012 (see page 4-72 of the Final Environmental Impact Statement for more information).</p>
2	Health Effects	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>

Code	Comment Document

Code	Issue	Response
3	Noise	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p> <p>Operation of the freeway would cause an increase in noise levels that would vary in intensity depending on factors such as amount of traffic, travel speeds, time of day, and day of the week. Nighttime noise levels would be less than daytime noise levels. Some species rely on hearing to avoid predators, communicate, and find food (Noise Pollution Clearinghouse 2004). As noted in the Final Environmental Impact Statement on page 4-136, an increase in traffic noise may affect the ability of some animals to hear at a level necessary for survival when near the proposed action. In addition, hearing loss resulting from vehicle noise has been shown to occur in some desert animals (Bondello and Brattstrom 1979).</p> <p>As discussed in the Noise Analysis Technical Report in support of the Final Environmental Impact Statement, the proposed South Mountain Freeway was modeled in the latest version of the Traffic Noise Model (version 2.5). This is a three-dimensional model that factors in elements of the proposed freeway using x, y, and z coordinates. The model did account for the elevations of the freeway, nearby homes that may be elevated above the road, surrounding topography, and any mitigation measures such as barriers between the homes and freeway. This is the same procedure and same model used for other freeway projects in the Phoenix metropolitan area and across the country.</p>
4	Alternatives, W59 Alternative Versus W101 Alternative	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p> <p>Analysis of impacts in future conditions accounted for cumulative effects of the planned 2035 roadway network including the proposed freeway. 40 Code of Federal Regulations § 1508.7 defines cumulative impacts as “the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions.” The future conditions with and without the proposed freeway are presented in Figure 3-40 on page 3-66 of the Final Environmental Impact Statement. As noted on page 1-13 of the Final Environmental Impact Statement, the 2035 transportation network includes all improvements from the Maricopa Association of Governments <i>Regional Transportation Plan</i> except for the proposed freeway in the Study Area. The traffic projections also included Maricopa Association of Governments’ projected growth in population, housing, and employment in the Maricopa Association of Governments region, which can result from public or private actions.</p>
5	Trucks	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>

Code	Comment Document

Code	Issue	Response
6	Air Quality	<p>Assessment of mobile source air toxics is presented in the Draft Environmental Impact Statement beginning on page 4-68 and the summary information about the findings of the Joint Air Toxics Assessment Project study is provided as background information in the Draft and Final Environmental Impact Statements, but the study itself is not relevant to the type of analysis done pursuant to the Federal Highway Administration’s mobile source air toxics guidance, which is an emissions analysis. Monitored ambient concentrations of mobile source air toxics (the focus of the Joint Air Toxics Assessment Project) do not inform this type of analysis. While monitoring data can be useful for defining current conditions in the affected environment (to the extent that the monitoring data are current), they don’t tell us anything about future conditions, or the impacts of the project itself, which is why an emissions analysis was performed. The mobile source air toxic analysis presented beginning on page 4-77 of the Final Environmental Impact Statement is an estimated inventory of mobile source air toxic emissions for the entire Study Area for 2025 and 2035. This approach was used because the inventory estimate accounts for changes in traffic and emissions on all roadways affected by a proposed project, and would, therefore, be a more reliable predictor of changes in exposure to mobile source air toxics.</p> <p>The Draft and Final Environmental Impact Statements present information and analysis about the proposed action and the enhanced conditions when compared against the No-Action Alternative and would not cause significant adverse effects. The Federal Highway Administration and Arizona Department of Transportation Draft and Final Environmental Impact Statements account for the potential effects when considering both adverse and beneficial impacts. The Draft and Final Environmental Impact Statements provide in-depth discussion of potential air quality impacts of the proposed alternatives.</p> <p>The carbon monoxide analysis presented on page 4-65 of the Draft Environmental Impact Statement and updated on page 4-75 of the Final Environmental Impact Statement represents projected carbon monoxide concentrations along the project corridor, including those proposed interchange locations along the South Mountain Freeway corridor. The Arizona Department of Transportation also conducted a quantitative particulate matter (PM₁₀) hot-spot analysis that is discussed on page 4-76 of the Final Environmental Impact Statement. Both of these analyses demonstrate that the health-based National Ambient Air Quality Standards for carbon monoxide and particulate matter (PM₁₀) would not be exceeded at worst-case locations along the project corridor.</p> <p>The emission modeling developed for the proposed action showed that for the mobile source air toxics study area, there would be little difference in total annual emissions of mobile source air toxics emissions between the Preferred and No-Action Alternatives (less than a 1 percent difference) in 2025 and 2035. With the Preferred Alternative in 2035, modeled mobile source air toxics emissions would decrease by 57 percent to more than 90 percent, depending on the pollutant, despite a 47 percent increase in vehicle miles traveled in the Study Area compared with 2012 conditions (see discussion beginning on page 4-77 of the Final Environmental Impact Statement).</p> <p>The carbon monoxide and particulate matter (PM₁₀) analyses demonstrated that the proposed freeway would not contribute to any new localized violations, increase the frequency or severity of any existing violation, or delay timely attainment of the National Ambient Air Quality Standards or any required interim emissions reductions or other milestones.</p>

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
7	Hazardous Materials	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
8	Environmental Justice/Lifestyle	<p>The Draft Environmental Impact Statement describes a decade-long consultation and coordination effort led by the Arizona Department of Transportation and the Federal Highway Administration with the Gila River Indian Community and other Native American tribes. As a result of the consultation, the cultural importance of the South Mountains is acknowledged in the Draft Environmental Impact Statement in several locations, notably page 5-26. The proposed project would accommodate and preserve (to the fullest extent possible from the available alternatives) access to the South Mountains for religious practices.</p> <p>Section 106 of the National Historic Preservation Act requires a government-to-government relationship between the Federal Government and Indian tribes as described beginning on page 4-140 of the Final Environmental Impact Statement. Section 106 requires federal agencies take into account the effects of their undertakings on historic properties and requires consultation with tribal authorities. Consultation has occurred with Gila River Indian Community government officials, the Tribal Historic Preservation Officer, the Cultural Resource Management Program, other tribes, and the State Historic Preservation Office and has led to concurrence from the Gila River Indian Community Tribal Historic Preservation Office and the State Historic Preservation Office on National Register of Historic Places eligibility recommendations (including traditional cultural properties like the South Mountains), project effects, and proposed mitigation and measures to minimize harm. This consultation has been ongoing and will continue until any commitments in a record of decision are completed.</p> <p>The section entitled <i>Title VI and Environmental Justice</i>, beginning on page 4-29 in the Draft Environmental Impact Statement, presents acceptable methods, data, and assumptions to assess the potential for disproportionately high and adverse effects from the proposed action on environmental justice populations and disparate impacts to populations protected under Title VI. Based on the content of the section, no such effects would result from the action alternatives.</p> <p>In light of comments received on the Draft Environmental Impact Statement, the above-referenced conclusions were confirmed in the preparation of the Final Environmental Impact Statement. To provide further clarity, the discussions of environmental justice and Title VI were separated and additional text explaining the relationship of environmental justice and Title VI to various environmental elements was added throughout Chapter 4, <i>Affected Environment, Environmental Consequences, and Mitigation</i>, as exemplified by the inserted text on page 4-29 of the Final Environmental Impact Statement.</p> <p>Air quality depends on several factors such as the area itself (size and topography), the prevailing weather patterns (meteorology and climate), and the pollutants released into the air. Cuts through the South Mountains would be expected to produce microclimate differences similar to those produced by a series of buildings in a large city that produce localized wind tunnel effects. The mountain cuts, however, would not affect regional air quality or cause air to be trapped.</p>
9	Neighborhoods/Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td>INCOMING CALL DATE: 5/15/13</td> <td>INCOMING CALL TIME: 3:33 PM</td> </tr> <tr> <td>CALLER: JAUNITA DONALDSON</td> <td>CALLER ADDRESS: 2909 WEST PALOMINO DRIVE, CHANDLER, AZ 85224</td> </tr> <tr> <td>PHONE:</td> <td>EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I am very much in support of the South Mountain Freeway. I think it would help everyone get from one point to another point on the south end of town from east to west. I approve it. Thank you.</p>	INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 3:33 PM	CALLER: JAUNITA DONALDSON	CALLER ADDRESS: 2909 WEST PALOMINO DRIVE, CHANDLER, AZ 85224	PHONE:	EMAIL:
INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 3:33 PM						
CALLER: JAUNITA DONALDSON	CALLER ADDRESS: 2909 WEST PALOMINO DRIVE, CHANDLER, AZ 85224						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>Steve Dondanville Document Created: 7/14/2013 7:44:11 PM by Web Comment Form</p> <p>I am completely in favor of this project. The sooner it can be completed the better for all of south Phoenix.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p>1</p> <p>2</p>	<p>Alex Dondanville Document Created: 7/17/2013 10:08:08 PM by Web Comment Form</p> <p>To whom it may concern,</p> <p>As a resident in Laveen Village, I can certainly appreciate the positive impact the SR 202 will have in my immediate community. I'm already experiencing a good amount of traffic and congestion that's exists along 51st Avenue and Southern. While I welcome the new freeway and access point, I do share concerns about the noise pollution. In the nicely illustrated video, it mentions sound barriers will exist wherever applicable and I'd like to ask or request that there be an extensive evaluation to ensure similar or reduced levels of noise. Also, has there been or will there be a study with regards to light pollution stemming from this project?</p> <p>Thank you for your initiatives and consideration to those within the community.</p> <p>Alex</p>

Code	Issue	Response
1	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Visual Resources	Light from the freeway would be produced from vehicle headlights and taillights and from fixed light poles at interchanges along the freeway. Nighttime users of the park and residents of Ahwatukee Foothills Village may see lines of seemingly crawling vehicles, each with lights front and back. Fixed freeway lighting would be provided for safety reasons only at interchange exit and entrance points. Freeway lighting at these locations would be designed to reduce illumination spillover onto sensitive light receptors such as residential areas (see page 3-58 of the Final Environmental Impact Statement).

Code	Comment Document
1	<p>Michael Doromal Document Created: 5/21/2013 2:20:56 PM by Web Comment Form</p> <p>I am for the loop 202. My family and I moved to Laveen in 2004 and we love our community. Laveen is an underserved community with no hospitals, retail and food establishemnts to serve our community. Not having a freeway increases drive times to other parts of the valley and with all the growth projected for Laveen in the coming years, the situation will only get worse.</p> <p>In addition, this is a shovel ready project that will add hundreds of construction jobs immediately as well as provide more jobs in the area once companies start coming to Laveen. (i.e. the hospital, retail etc).</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>Michael Doromal Document Created: 5/24/2013 2:23:49 PM by Web Comment Form</p> <p>I am for the building of the loop 202. Laveen us underserved and we are in need of healthcare facilities as well as retail establishments. This has been voter approved 2 times and is already budgeted for. This will create jobs immediately and for the long term. In addition, this will make the access from the west valley to the south east valley so much easier and convenient.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
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4372

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1 MS. DOROMAL: Hi, good afternoon. My name is
 2 Lisa Doromal and I am a resident of Laveen and I am for
 3 the Loop 202 to bring sustainability to our community and
 4 have the hospital brought in, it is all contingent with
 5 the 202 being built. Thank you.

6 THE FACILITATOR: Thank you.

7 Mike Doromal.

8 MR. DOROMAL: Good afternoon. My name is
 9 Michael Doromal, I'm also for the Loop 202. Laveen is an
 10 underserved community, there's a lot of services and
 11 businesses that will come into Laveen once the 202 is
 12 built. The residents are looking for it. It's been an
 13 option since the '80s, so let's get this freeway built.
 14 Thank you.

15 THE FACILITATOR: Thank you.

16 Brian Stadnick.

17 MR. STADNICK: Yes, good afternoon. I'm Brian
 18 Stadnick, I'm a resident of Glendale, but I use the West
 19 Valley freeways extensively and I think it's with the
 20 help to aid the traffic congestion in the I-10, plus I
 21 think that now is the perfect time to build this freeway.
 22 The contracting environment and the economy the way it
 23 is, I think there's no time like the present to be able
 24 to build this thing for the cost savings of the public,
 25 so let's get this thing built. Thank you.

Page 30


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Code	Issue	Response
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1		Comment noted.
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Code	Comment Document
1	<p>4373</p> <p>1 MS. DOROMAL: Hi, good afternoon. My name is 2 Lisa Doromal and I am a resident of Laveen and I am for 3 the Loop 202 to bring sustainability to our community and 4 have the hospital brought in, it is all contingent with 5 the 202 being built. Thank you.</p> <p>6 THE FACILITATOR: Thank you. 7 Mike Doromal.</p> <p>8 MR. DOROMAL: Good afternoon. My name is 9 Michael Doromal, I'm also for the Loop 202. Laveen is an 10 underserved community, there's a lot of services and 11 businesses that will come into Laveen once the 202 is 12 built. The residents are looking for it. It's been an 13 option since the '80s, so let's get this freeway built. 14 Thank you.</p> <p>15 THE FACILITATOR: Thank you. 16 Brian Stadnick.</p> <p>17 MR. STADNICK: Yes, good afternoon. I'm Brian 18 Stadnick, I'm a resident of Glendale, but I use the West 19 Valley freeways extensively and I think it's with the 20 help to aid the traffic congestion in the I-10, plus I 21 think that now is the perfect time to build this freeway. 22 The contracting environment and the economy the way it 23 is, I think there's no time like the present to be able 24 to build this thing for the cost savings of the public, 25 so let's get this thing built. Thank you.</p> <p style="text-align: right;">Page 30</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
1		Comment noted.


Code	Comment Document
	<p> From: Projects To: ADOT Subject: FW: South Mountain Freeway Date: Friday, July 12, 2013 12:26:44 PM Attachments: image001.png </p> <hr/> <p> Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov  </p> <hr/> <p> From: ROBERT DOTSON [mailto:rjd1@flash.net] Sent: Friday, July 12, 2013 10:44 AM To: Projects Subject: South Mountain Freeway </p> <p>South Mountain Freeway Study Team:</p> <p>Attached please find my comment letter concerning the Draft Environmental Impact Study.</p> <p>It's my understanding that these comments will be included in the Final Environmental Impact Study.</p> <p>Very truly yours,</p> <p>Robert J. Dotson</p> <hr/> <p> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>

Code	Issue	Response

Code	Comment Document
	<p>16041 S. 7th Drive Phoenix, AZ 85045</p> <p>July 12, 2013</p> <p>ADOT Loop 202 South Mountain Freeway Study 1655 W. Jackson Street MD 126F Phoenix, AZ 85007</p> <p style="text-align: center;">VIA EMAIL</p> <p>To: South Mountain Study Team</p> <p>I am opposed to the proposed route of the South Mountain Freeway (SMF) along Pecos Road and through South Mountain Park for the reasons set forth below. Overall, the proposed route along Pecos Road will bring great harm to the adjacent neighborhoods, homes, residents, businesses, churches, and schools, as well as to South Mountain itself.</p> <p>1. The proposed route will serve to encourage increased truck traffic through the area, which will no doubt include thousands of trucks from Mexico, which have higher sulphur emissions and are not bound by U.S. emissions regulations, resulting in huge increases in air pollution in the adjacent residential areas. The SMF will amount to little more than a by-pass of the Phoenix metropolitan area by interstate traffic along I-10 and will not significantly improve traffic conditions for the local population. Indeed, during construction local vehicular traffic will be forced off Pecos Road, for several years, and onto the only other two east-west roadways in the vicinity (Ray Road and Chandler Boulevard), resulting in traffic delays and higher levels of air and noise pollution on the surface streets in the area.</p> <p>2. Unlike many other highways in the Phoenix area which the Draft Environmental Impact Study (DEIS) compares to the SMF, this new stretch of interstate highway will not facilitate movement of traffic in the Phoenix area itself, but will simply relieve some congestion in the center of the city that now results from the use of I-10 as a route to California for heavy trucks and other cross-country vehicular traffic. Unlike many portions of the other highways that transverse Phoenix and its surrounding communities the SMF will not be built below grade. For this reason alone, the air and noise pollution from the SMF will have a far greater impact on the residential areas that are located between the SMF and South Mountain Park. The air pollution will be trapped by South Mountain itself, so that it will be concentrated in the adjacent residential areas, particularly in the summer months when the winds are predominantly from the south. Furthermore, because the SMF is designed and intended to attract interstate traffic, the concentration of large trucks on the SMF will result in substantially more air and noise pollution than is the case on other highways in Phoenix.</p>

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Code	Issue	Response
1	Neighborhoods/ Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
2	Trucks	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Purpose and Need, Lack of Support	
4	Noise	During construction of the proposed South Mountain Freeway, traffic would be maintained along Pecos Road to the greatest extent practicable, similar to the construction process on other highways, such as Price Freeway. However, there would be necessary restrictions and periodic closures that would force east-west traffic to use alternative routes other than Pecos Road. While this detoured traffic would increase noise and air pollution along the alternative routes, this would be a short-term and temporary condition that would end when the freeway construction is completed (see Final Environmental Impact Statement page 4-90).
5	Purpose and Need	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
6	Design	The project team analyzed the belowground option, also called the depressed freeway option. The analysis indicated that depressing the freeway would increase the cost of construction and right-of-way acquisition, displace additional residences, create the need for additional pump stations and detention basins, and still need the installation of noise barriers. Because the belowground option would result in substantially greater costs and residential displacements, this option was eliminated from further study (see Final Environmental Impact Statement pages 3-15 and 3-18).

Code	Comment Document
10	3. The substantial increase in truck traffic that will result from the construction of the SMF will increase the risk to residents of the area of accidents involving the release of hazardous materials. With only two major roadways available, evacuation of the residential areas adjacent to the SMF presents an extremely difficult problem that needs to be addressed and planned for. The DEIS does not even address this kind of potentially catastrophic event.
11	4. The DEIS fails to address other possible routes for the I-10 Bypass, such as a route along property under the control of the Gila River Indian Community (GRIC), or any other alternative route. One viable alternative that has been completely ignored by the DEIS would be to re-route I-10 south of Casa Grande, west along I-8 to SR 85. SR-85 is already a highway, and could more easily be upgraded as a part of I-10 from I-8 to the point west of Goodyear where it could rejoin I-10 again. Not only would construction of this route be far less disruptive, it avoids the destruction of a large portion of South Mountain Park and would not substantially contribute to the air and noise pollution of the Phoenix metropolitan area. In failing to evaluate other possible alternatives, the DEIS does not comply with applicable law.
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13	5. The proposed route along Pecos Road will result in great harm to South Mountain Park as a recreational area, not to mention disturbing and destroying plant and animal life in the vicinity. It is also noteworthy that South Mountain itself is considered sacred by the GRIC, a fact which has been widely reported but is apparently of no concern to those in charge of making decisions about the SMF.
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16	6. Construction of the SMF along the proposed route carries significant risks to water resources in the area. South Mountain obviously plays a significant role in water runoff, yet the DEIS does not address this issue. Once South Mountain has been dynamited to make way for the new highway, how will runoff be affected? No one knows, and the question is not resolved in the DEIS. In addition, there is a risk to unknown numbers of water wells in the area. What impact will damage to these wells have for residents, businesses, lakes, and golf courses in the area? The DEIS provides no insight.
17	
18	The proposed alignment ignores much of the development that has occurred in the Ahwatukee area over the past 30 years, which now renders the planned route not only obsolete but potentially catastrophic for residents of the area. For all of these reasons, the DEIS should be rejected as inadequate, incomplete, and contrary to the requirements of law. Respectfully submitted,  Robert J. Dotson cc: Protecting Arizona's Resources and Children (PARC)

Code	Issue	Response
7	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix. Meteorological information was considered in the air quality analyses [<i>Air Quality Assessment: South Mountain Freeway (SR 202L)</i> , dated March 1, 2013] conducted for the proposed action. Data from Maricopa County Air Quality Department and from the Gila River Indian Community monitoring station were compared with two, 1-month studies conducted during the winter of 2006 and the spring of 2007 along Pecos Road in the Study Area. According to the Arizona Department of Transportation, 2013, <i>Air Quality Assessment South Mountain Freeway 202L Draft Report</i> , review of wind data from the Gila River Indian Reservation Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows winds and stable atmospheric conditions, the wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns will tend to have a flow from the easterly component as the air flows from the east to the lower elevations along the Gila River. During the warmer hours with improved mixing, the flows typically follow the river channel and come from the north and northwest toward the south and southeast.
8	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix. The Maricopa Association of Governments regional travel demand model forecasts approximately 10 percent truck traffic on the South Mountain Freeway in 2035 (see Final Environmental Impact Statement page 3-64). This percentage is similar to current conditions on Interstate 10 between Loop 101 and Interstate 17 and on U.S. Route 60. Noise modeling for the Draft and Final Environmental Impact Statements used this forecast truck traffic, with the model accounting for greater noise generation by trucks in the future (see Final Environmental Impact Statement page 4-88). Noise mitigation is designed for this predicted noise level, including the noise from trucks.
9	Purpose and Need, Truck Bypass	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
10	Hazardous Materials	
11	Alternatives, Gila River Indian Community Alignment	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix. The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Final Environmental Impact Statement). State Route 85 is currently being

Code	Comment Document

Code	Issue	Response
11 (cont.)		reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.
12	Alternatives	In accordance with the National Environmental Policy Act, a range of reasonable action alternatives to carry forward for further analysis was determined through application of multidisciplinary criteria in a logical, step-wise progression. Alternatives were not disposed of or dismissed without a thorough evaluation using the multidisciplinary criteria outlined in the alternatives development and screening process presented in Chapter 3 of the Draft Environmental Impact Statement. The Preferred Alternative was the outcome to this process.
13	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
14	Cultural Resources	
15	Biology, Plants, and Wildlife	
16	Surface Water	Drainage studies have been conducted; culverts would be maintained, and new culverts would be installed to maintain flows under the freeway (see Draft Environmental Impact Statement pages 3-58 and 4-101). Surface water could be altered from runoff drainage; seeding the disturbed soils with native vegetative species would help to minimize runoff and erosion. Best management practices associated with the project Stormwater Pollution Protection Plan would also help minimize runoff. To control construction-related pollution discharges to waters of the United States as defined in the Clean Water Act, the Arizona Department of Transportation would prepare erosion and sediment control plans, details, and specifications using best management practices from the Arizona Department of Transportation Erosion and Pollution Control Manual for Highway Design and Construction and the Arizona Department of Transportation Post-Construction Best Management Practices Manual for Highway Design and Construction.
17	Groundwater	If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner would be compensated by drilling a new well according to state regulations/standards. (See text box on Draft Environmental Impact Statement page 4-108.)
18	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: Comment on Loop 202 South Mountain Date: Thursday, May 16, 2013 8:12:01 AM</p> <hr/> <p>From: Dianne Douglas [mailto:Dianne.Douglas@asu.edu] Sent: Wednesday, May 15, 2013 10:34 PM To: Projects Subject: Comment on Loop 202 South Mountain</p> <p>Absolutely not on the Loop 202 South Mountain Freeway. I moved into the South Mountain community to enjoy the South Mountain Park and do not want this natural habitat ruined by vehicles, exhaust fumes, and accidents with the wildlife that live on the mountains. This is the last natural habitat in the city that you can go to get away from people and vehicles. If you take this away from us, then we will be forced to go outside of the city. This is a sanctuary away from the busy world and it's home to many wildlife that have a purpose.</p> <p>I'm not seeing very much concern for the wildlife that call South Mountain their home. How will this freeway benefit them? We have taken and take from the wildlife and the environment and it's time that we stop being so greedy and leave well enough alone. This decision can't be all about humans taking more away from the wildlife. All animals are individuals and they have feelings and thoughts and they suffer the pain and the joy that we do. They are entitled and they deserve an opportunity to live. We must stop kicking animals out of their habitat or killing them because we perceive them to be in our way, and learn to co-exist with them.</p> <p>NO on the Loop 202 South Mountain Freeway. I looked at homes on the south side of South Mountain and considered those because they were isolated from traffic. People who moved into that community did so because of the isolation. If they wanted to live by a freeway, they would have moved closer to it.</p> <p>"The greatness of a nation and its moral progress can be judged by the way its animals are treated." Mahatma Gandhi</p> <p>Dianne Douglas 2723 E Valencia Drive Phoenix, AZ 85042 602-268-7065 dddouglas7@juno.com</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

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Code	Issue	Response
1	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Air Quality	
3	Biology, Plants, and Wildlife	
4	Neighborhoods/Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: Comment on Loop 202 South Mountain Date: Tuesday, May 14, 2013 9:47:22 AM</p> <hr/> <p>From: Dianne Douglas [mailto:Dianne.Douglas@asu.edu] Sent: Wednesday, May 08, 2013 7:09 AM To: Projects Subject: Comment on Loop 202 South Mountain</p> <p>1 2 Absolutely not on the Loop 202 South Mountain Freeway. I moved into the South Mountain community to enjoy the South Mountain Park and do not want this natural habitat ruined by vehicles, exhaust fumes, and accidents with the wildlife that live on the mountains. This is the last natural habitat in the city that you can go to get away from people and vehicles. If you take this away from us, then we will be forced to go outside of the city. This is a sanctuary away from the busy world and it's home to many wildlife that have a purpose.</p> <p>3 I'm not seeing very much concern for the wildlife that call South Mountain their home. How will this freeway benefit them? We have taken and take from the wildlife and the environment and it's time that we stop being so greedy and leave well enough alone. This decision can't be all about humans taking more away from the wildlife. All animals are individuals and they have feelings and thoughts and they suffer the pain and the joy that we do. They are entitled and they deserve an opportunity to live. We must stop kicking animals out of their habitat or killing them because we perceive them to be in our way, and learn to co-exist with them.</p> <p>4 NO on the Loop 202 South Mountain Freeway. I looked at homes on the south side of South Mountain and considered those because they were isolated from traffic. People who moved into that community did so because of the isolation. If they wanted to live by a freeway, they would have moved closer to it.</p> <p>"The greatness of a nation and its moral progress can be judged by the way its animals are treated." Mahatma Gandhi</p> <p>Dianne Douglas 2723 E Valencia Drive Phoenix, AZ 85042 602-268-7065 dddouglas7@juno.com</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

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Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: Comment on Loop 202 South Mountain Date: Tuesday, April 30, 2013 8:53:13 AM</p> <hr/> <p>From: Dianne Douglas [mailto:Dianne.Douglas@asu.edu] Sent: Friday, April 26, 2013 8:11 PM To: Projects Subject: Comment on Loop 202 South Mountain</p> <p>I've tried several times on 2 different computers to submit comments on the Loop 202 South Mountain project and cannot get my comments to go through. When I hit submit, I get a message asking for me to fill in 'country'. I have selected the United States every time and still it will not let me submit.</p> <p>This is my comment and information.</p> <p>Absolutely not on the Loop 202 South Mountain Freeway. I moved into the South Mountain community to enjoy the South Mountain Park and do not want this natural habitat ruined by vehicles, exhaust fumes, and accidents with the wildlife that live on the mountains. This is the last natural habitat in the city that you can go to get away from people and vehicles. If you take this away from us, then we will be forced to go outside of the city. This is a sanctuary away from the busy world and it's home to many wildlife that have a purpose. All animals are individuals and they have feelings and thoughts and they suffer the pain and the joy that we do. They are entitled and they deserve an opportunity to live. We must stop kicking animals out of their habitat or killing them because we perceive them to be in our way, and learn to co-exist with them.</p> <p>NO on the Loop 202 South Mountain Freeway. I looked at homes on the south side of South Mountain and considered those because they were isolated from traffic. People who moved into that community did so because of the isolation. If they wanted to live by a freeway, they would have moved closer to it.</p> <p>"The greatness of a nation and its moral progress can be judged by the way its animals are treated." Mahatma Gandhi</p> <p>Dianne Douglas 2723 E Valencia Drive Phoenix, AZ 85042 602-268-7065 dddouglas7@juno.com</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution</small></p>

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Code	Issue	Response
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Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: Comment on Loop 202 South Mountain Date: Friday, May 24, 2013 9:17:13 AM</p> <hr/> <p>From: Dianne Douglas [mailto:Dianne.Douglas@asu.edu] Sent: Friday, May 24, 2013 9:14 AM To: Projects Subject: Comment on Loop 202 South Mountain</p> <p>1 2 Absolutely not on the Loop 202 South Mountain Freeway. I moved into the South Mountain community to enjoy the South Mountain Park and do not want this natural habitat ruined by vehicles, exhaust fumes, and accidents with the wildlife that live on the mountains. This is the last natural habitat in the city that you can go to get away from people and vehicles. If you take this away from us, then we will be forced to go outside of the city. This is a sanctuary away from the busy world and it's home to many wildlife that have a purpose.</p> <p>3 I'm not seeing very much concern for the wildlife that call South Mountain their home. How will this freeway benefit them? We have taken and take from the wildlife and the environment and it's time that we stop being so greedy and leave well enough alone. This decision can't be all about humans taking more away from the wildlife. All animals are individuals and they have feelings and thoughts and they suffer the pain and the joy that we do. They are entitled and they deserve an opportunity to live. We must stop kicking animals out of their habitat or killing them because we perceive them to be in our way, and learn to co-exist with them.</p> <p>4 NO on the Loop 202 South Mountain Freeway. I looked at homes on the south side of South Mountain and considered those because they were isolated from traffic. People who moved into that community did so because of the isolation. If they wanted to live by a freeway, they would have moved closer to it.</p> <p>"The greatness of a nation and its moral progress can be judged by the way its animals are treated." Mahatma Gandhi</p> <p>Dianne Douglas 2723 E Valencia Drive Phoenix, AZ 85042 602-268-7065 dddouglas7@juno.com</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

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

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: Comment on South Mountain Date: Thursday, June 27, 2013 1:20:20 PM</p> <hr/> <p>Thank you, Felicia Beltran Senior Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-319-7709 azdot.gov </p> <hr/> <p>From: Dianne Douglas [mailto:Dianne.Douglas@asu.edu] Sent: Thursday, June 27, 2013 10:56 AM To: Projects Subject: Comment on South Mountain</p> <p>1 2</p> <p>3</p> <p>4</p> <p>Absolutely not on the Loop 202 South Mountain Freeway. I moved into the South Mountain community to enjoy the South Mountain Park and do not want this natural habitat ruined by vehicles, exhaust fumes, and accidents with the wildlife that live on the mountains. This is the last natural habitat in the city that you can go to get away from people and vehicles. If you take this away from us, then we will be forced to go outside of the city. This is a sanctuary away from the busy world and it's home to many wildlife that have a purpose. All animals are individuals and they have feelings and thoughts and they suffer the pain and the joy that we do. They are entitled and they deserve an opportunity to live. We must stop kicking animals out of their habitat or killing them because we perceive them to be in our way, and learn to co-exist with them.</p> <p>NO on the Loop 202 South Mountain Freeway. I looked at homes on the south side of South Mountain and considered those because they were isolated from traffic. People who moved into that community did so because of the isolation. If they wanted to live by a freeway, they would have moved closer to it.</p> <p>"The greatness of a nation and its moral progress can be judged by the way its animals are treated." Mahatma Gandhi</p> <p>Sincerely, Dianne Douglas 2723 E Valencia Drive Phoenix, AZ 85042</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the</small></p>

Code	Issue	Response
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Code	Comment Document
<p>1 2</p> <p>3</p> <p>4</p>	<p>From: Projects To: ADOT Subject: FW: Comment on South Mountain Date: Monday, June 24, 2013 8:47:29 AM</p> <hr/> <p>Thank you, Felicia Beltran Senior Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-319-7709 azdot.gov </p> <hr/> <p>From: Dianne Douglas [mailto:Dianne.Douglas@asu.edu] Sent: Monday, June 24, 2013 8:30 AM To: Projects Subject: Comment on South Mountain</p> <p>Absolutely not on the Loop 202 South Mountain Freeway. I moved into the South Mountain community to enjoy the South Mountain Park and do not want this natural habitat ruined by vehicles, exhaust fumes, and accidents with the wildlife that live on the mountains. This is the last natural habitat in the city that you can go to get away from people and vehicles. If you take this away from us, then we will be forced to go outside of the city. This is a sanctuary away from the busy world and it's home to many wildlife that have a purpose. All animals are individuals and they have feelings and thoughts and they suffer the pain and the joy that we do. They are entitled and they deserve an opportunity to live. We must stop kicking animals out of their habitat or killing them because we perceive them to be in our way, and learn to co-exist with them.</p> <p>NO on the Loop 202 South Mountain Freeway. I looked at homes on the south side of South Mountain and considered those because they were isolated from traffic. People who moved into that community did so because of the isolation. If they wanted to live by a freeway, they would have moved closer to it.</p> <p>"The greatness of a nation and its moral progress can be judged by the way its animals are treated." Mahatma Gandhi</p> <p>Sincerely, Dianne Douglas 2723 E Valencia Drive Phoenix, AZ 85042</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the</small></p>

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Code	Comment Document
<p>1</p> <p>2</p> <p>3</p> <p>4 5</p>	<p>From: John Dowd To: Projects Subject: Opposition to DEIS/SMF Date: Wednesday, July 24, 2013 11:30:41 PM</p> <hr/> <p>To Whom it may concern, I need to voice my family's strong opposition to the South Mountain Freeway. My wife and I have both grown up in and around the Ahwatukee area and Pecos Road has played a large role in our staying in this small community. We use Pecos in its current form regularly for running and biking . It is one on the reasons we are drawn to this area. A freeway will keep us from doing those things and damage the seclusion many in our community sought out in this area.</p> <p>Besides our personal reasons we believe it is an ill conceived and outdated plan for the whole area. The proposed plan will create undue stress on the smaller streets and direct high volumes of traffic through school zones and residential areas (ex, Desert Vista/no 32nd street entrance)The plan is outdated and needs to be somewhere else. I don't doubt Phoenix could benefit from a bypass freeway, but not where Pecos stands. It needs to be on GRIC land or further south. It is time Phoenix put together a new plan that isn't based on drawings from 1985.</p> <p>Thank You, John and Kate Dowd (members of PARC) ---</p>

Code	Issue	Response
1	Neighborhoods/ Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
2	Traffic	The study has considered concepts for parallel multiuse paths, however the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.
3	Alternatives	The determination to not include an interchange at 32nd Street was made in coordination with the City of Phoenix (see Figure 3-8 on page 3-15 of the Draft Environmental Impact Statement). The interchange would have required the displacement of over 100 homes and would have been located near an existing high school. The City recommended that, based on these impacts, the interchange be removed from the study. In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system, including the shift of access to Foothills Reserve and Calabrea from Pecos Road to Chandler Boulevard. The City study found no adverse effects on the local street system from the freeway (see Appendix 3-1 in the Final Environmental Impact Statement).
4	Purpose and Need, Truck Bypass	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Alternatives, Gila River Indian Community Alignment	

Code	Comment Document
<p>1</p> <p>2</p> <p>3</p>	<p>Michael Dowodzenka Document Created: 6/4/2013 9:10:00 AM by Web Comment Form</p> <p>I have lived in the valley since 1974 and have seen a lot of highway construction over the time. I have also seen a lot of re-doing the freeway construction to make it wider, add ramps, etc. Wouldnt it make sense to go out to connect to Loop w101? Then at a later date, build an addition to 71st ave or 59th ave? You know the east bound cars, semis going towards Tucson will use it no matter where it is located, so why not get them in the direction sooner and it would be nice to have less semis in the city limits on our roads. Also people in the east, south valley needing to go to sporting events, etc in the west valley will have a easier, less congested trip. Should be a toll road so that tax payers who do not use it dont have to pay for it.</p>

Code	Issue	Response
1	Alternatives, W59 Alternative Versus W101 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Purpose and Need, Lack of Support	
3	Alternatives	The proposed project is part of the <i>Regional Transportation Plan</i> for the Maricopa County region. In 2004, the voters of Maricopa County approved the <i>Regional Transportation Plan</i> and the extension of a half-cent sales tax to fund its projects, including the proposed freeway. Tolls would not be involved.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="372 491 857 560">INCOMING CALL DATE: 05/13/13</td> <td data-bbox="857 491 1336 560">INCOMING CALL TIME: 2:15 PM</td> </tr> <tr> <td data-bbox="372 560 857 608">CALLER: BERNIE DOYAL</td> <td data-bbox="857 560 1336 608">CALLER ADDRESS: 9486 E. MONTEBELLO, SCOTTSDALE, AZ 85250</td> </tr> <tr> <td data-bbox="372 608 857 657">PHONE: 480-362-3847</td> <td data-bbox="857 608 1336 657">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I approve of the South Mountain Freeway.</p>	INCOMING CALL DATE: 05/13/13	INCOMING CALL TIME: 2:15 PM	CALLER: BERNIE DOYAL	CALLER ADDRESS: 9486 E. MONTEBELLO, SCOTTSDALE, AZ 85250	PHONE: 480-362-3847	EMAIL:
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CALLER: BERNIE DOYAL	CALLER ADDRESS: 9486 E. MONTEBELLO, SCOTTSDALE, AZ 85250						
PHONE: 480-362-3847	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p data-bbox="428 433 801 514"> From: Projects To: ADOT Subject: FW: 202 Date: Monday, May 20, 2013 8:36:10 AM </p> <hr/> <p data-bbox="428 604 870 695"> From: Stephen Drake [mailto:sdrake@optimafr.com] Sent: Friday, May 17, 2013 9:16 PM To: Projects Subject: 202 </p> <p data-bbox="428 715 854 745"> We support the 202 and on tribal land if possible! </p> <hr/> <p data-bbox="428 806 1289 876"> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>

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

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

INCOMING CALL DATE: 5/17/13	INCOMING CALL TIME: 10:42 AM
CALLER: GARY DRAKE	CALLER ADDRESS: CHANDLER, AZ
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

I live in Cooper Commons in Chandler and I approve, I support the South Mountain Freeway project.
Thank you.

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Code	Issue	Response
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1		Comment noted.
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Code	Comment Document
<div style="display: flex; flex-wrap: wrap;"> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; margin: 2px; display: flex; align-items: center; justify-content: center;">1</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; margin: 2px; display: flex; align-items: center; justify-content: center;">2</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; margin: 2px; display: flex; align-items: center; justify-content: center;">3</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; margin: 2px; display: flex; align-items: center; justify-content: center;">4</div> </div>	<p style="text-align: right; font-size: small;">Document Created: 7/17/2013 7:16:53 PM by Web Comment Form</p> <p>Alice Driscoll Please don't build the highway on Pecos road it will ruin our value of homes and the air will HAVE TOXINS IN IT FROM THE TRAFFIC! WE DON'T NEED TRUCKS TRAVELING THRU CARRYING DANDEROUS MATERIALS!</p>

Code	Issue	Response
1	Alternatives, E1 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Economics, Socioeconomics	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138-47; "Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor"). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
3	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
4	Hazardous Materials	

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: vote Date: Monday, May 20, 2013 8:22:13 AM</p> <hr/> <p>From: Erika Driver-Dunckley [mailto:erika_travis@cox.net] Sent: Monday, May 20, 2013 5:58 AM To: Projects Subject: vote</p> <p>ADOT Loop 202 South Mountain Freeway Study 1655 W. Jackson Street MD126F Phoenix, AZ 85007</p> <p>Attention to: study team panel</p> <p>I am writing in support and vote YES to the Loop 202 South Mountain Freeway, specifically the W59 alternative.</p> <p>As a Laveen resident I am forced to deal with congested traffic along on the Baseline corridor from 99th Ave to I10 . The severe lack of retail shopping, restaurants, medical facilities, and entertainment forces revenue and tax dollars to be driven outside of Phoenix as residents frequent Avondale, Tolleson, Chandler, Scottsdale, and Tempe to shop, dine, etc. This freeway and the socio-economic infrastructure it will bring to our community is desperately needed!</p> <p>After researching this issue, allow me to share some of the reasons I urge you to approve this freeway expansion:</p> <ul style="list-style-type: none"> • 64.3% of likely voters in Maricopa County support construction of this freeway • In a separate study, also commissioned by We Build Arizona, 59% of likely voters in Ahwatukee and Laveen Support this freeway as well. • It is time to end the commuter traffic jams and congestion we experience not having easy access to the freeway and connection of the East/West Valley. • If we don't build the South Mountain freeway, traffic in the region will get much worse over the next two decades. According to ADOT's own study: <ul style="list-style-type: none"> • Traffic on the I-10 between Ahwatukee and Goodyear will grow 28% • Another 103,000 cars will use Broadway Curve each day • Another 38,000 cars will jam the Tunnel every day • Morning and evening commute times will increase 39% to 82% • Traffic congestion on city streets will increase 46% • The same report indicates the project will also reduce air pollution by reducing the time vehicles spend stuck in traffic • The project will create 30,000 jobs during the five to six year construction period and result

Code	Issue	Response

Code	Comment Document
<div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">1</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">2</div> </div>	<p>in a \$2Billion investment in the Phoenix-area economy.</p> <ul style="list-style-type: none"> • The money to the build the freeway is in the budget, it was voted on and approved TWICE (1985 & 2004 respectively),we voted for the 1/2cent tax increase in 2004 to support the build. • There is no more important project to the area's commuters and workers than the South Mountain Freeway project. Please vote to Build It NOW! <p>Please consider the following request when making your YES vote:</p> <ul style="list-style-type: none"> • Design and construction of community value additions such as attractive sound barriers and a bike/running/pedestrian pathalong the length of the freeway as well as the use of Rubberized asphalt as per the ADOT's "Quiet Pavement Pilot Program" initiated in 2002. • We have award winning examples in Tucson, AZ which received an excellence award in 2002 by the Federal Highway Administration (FHWA) for the Diamondback bicycle/pedestrian bridge as well as it's Intelligent Transportation Systems excellence award for ITS public-private partnership. • Other examples are the Schuylkill Expressway in Philadelphia, the Rockville Parkway in DC, and the San Antonio,TX Freeway systems ranked best among largest US urban areas. <p>Thank you in advance for your vote of YES to support of this freeway!</p> <p>Sincerely,</p> <p>Erika</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

Code	Issue	Response
1	Design	The study has considered concepts for parallel multiuse paths, however the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.
2	Noise	The Arizona Department of Transportation plans to use rubberized asphalt on the proposed South Mountain Freeway. Rubberized asphalt would be used as the top level of paving; it is discussed on Final Environmental Impact Statement page 4-99 and in the sidebar on page 4-100. Studies show that rubberized asphalt, on average, reduces noise levels by about 4 A-weighted decibels, which is a noticeable reduction. The noise analysis completed for the Final Environmental Impact Statement does not include a reduction for rubberized asphalt because the Federal Highway Administration does not currently allow such a reduction. So, the actual noise levels along the freeway may be as much as 4 A-weighted decibels lower than the mitigated noise levels shown in the Final Environmental Impact Statement because of the additional reduction provided by the rubberized asphalt.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td>INCOMING CALL DATE: 5/17/13</td> <td>INCOMING CALL TIME: 5:26 PM</td> </tr> <tr> <td>CALLER: GARY DROWN</td> <td>CALLER ADDRESS: 12816 N. 15TH AVENUE, PHOENIX, AZ 85029</td> </tr> <tr> <td>PHONE:</td> <td>EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support...I support the South Mountain Freeway.</p>	INCOMING CALL DATE: 5/17/13	INCOMING CALL TIME: 5:26 PM	CALLER: GARY DROWN	CALLER ADDRESS: 12816 N. 15 TH AVENUE, PHOENIX, AZ 85029	PHONE:	EMAIL:
INCOMING CALL DATE: 5/17/13	INCOMING CALL TIME: 5:26 PM						
CALLER: GARY DROWN	CALLER ADDRESS: 12816 N. 15 TH AVENUE, PHOENIX, AZ 85029						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 491 1342 681"> <tr> <td data-bbox="376 491 857 560">INCOMING CALL DATE: 7/23/13</td> <td data-bbox="857 491 1342 560">INCOMING CALL TIME: 6:27 PM</td> </tr> <tr> <td data-bbox="376 560 857 628">CALLER: MELBY DU BACH</td> <td data-bbox="857 560 1342 628">CALLER ADDRESS: 14441 WEST WINWARD AVENUE, GOOD YEAR, ARIZONA 85395</td> </tr> <tr> <td data-bbox="376 628 857 681">PHONE: 623-535-4046</td> <td data-bbox="857 628 1342 681">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: Yes, I'm calling to support the freeway that goes along Pecos by Ahwatukee and then connects to I-10. It's been voted on and agreed to and I think it should get started. Again, I support this freeway being built. Feel free to give me a call if you have any questions. Bye, bye.</p>	INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 6:27 PM	CALLER: MELBY DU BACH	CALLER ADDRESS: 14441 WEST WINWARD AVENUE, GOOD YEAR, ARIZONA 85395	PHONE: 623-535-4046	EMAIL:
INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 6:27 PM						
CALLER: MELBY DU BACH	CALLER ADDRESS: 14441 WEST WINWARD AVENUE, GOOD YEAR, ARIZONA 85395						
PHONE: 623-535-4046	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p> From: Projects To: ADOT Subject: FW: Letter Commenting on DEIS for South Mountain Truck Bypass Date: Monday, May 20, 2013 8:47:40 AM Attachments: ADOT Letter.doc </p> <hr/> <p>-----Original Message----- From: gdugan2@netzero.net [mailto:gdugan2@netzero.net] Sent: Friday, May 17, 2013 3:19 PM To: Projects Cc: PARCtheSMF@aol.com Subject: Letter Commenting on DEIS for South Mountain Truck Bypass</p> <p>ADOT,</p> <p>As I am unable to attend the public meeting scheduled for May 21st, I have attached my letter commenting on the proposed South Mountain Truck Bypass.</p> <p>George R. Duganz PARC Phoenix, Az.</p> <hr/> <p>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</p>

Code	Issue	Response

Code	Comment Document
<p>1</p> <p>2</p>	<p>ADOT</p> <p>RE: South Mountain Diesel Truck Bypass DEIS</p> <p>I arrived in Phoenix in August, 1964 to attend Arizona State University. Besides living in southern California for 6 months in 1971, I have lived in Phoenix since then. In 1964, things were very different in terms of transportation corridors. The Black Canyon Freeway (I-17) was the only existing freeway. There was an underpass built under I-17 at the Durango curve to accommodate the coming extension of I-10. It should have remained there. By moving it through central Phoenix and having the loop 202 and highway 51 inter change, ADOT/MAG have created one of the worst bottlenecks in America.</p> <p>As metropolitan Maricopa County grew, the first new freeway opened was I-10 from the Sky Harbor Airport area south towards Tucson. State route 60 going east through Tempe was next. At that point, ADOT created the first traffic nightmare in the making – what is commonly referred to as the Broadway curve, as if the curve in the road is what is creating the terrible rush hour congestion. It was about then that the public noticed that we could have a coming congestion problem similar to what was occurring in southern California. What was said by ADOT then was “don’t worry – we will learn from their mistakes and that will not happen here”. Really?</p> <p>By now, anyone who drives on urban freeways understands that besides sheer volume, two biggest causes of congestion are interchanges and lane changing. A half interchange is just as bad as a full interchange. The engineering at the I-10, State 60, and the State 143, with entrances and exits at Baseline and Broadway roads is abysmal. Nothing will ever fix this mess, including building the South Mountain Truck Bypass. On the western side of this truck bypass, ADOT/MAG wants to build another half interchange halfway between the I-10/101 half interchange and the I17/I10 interchange just about 5 miles in each direction. During rush hour the congestion on the I-10 from the I17 to the 101 is terrible already. ADOT’s own study group recommended that the western leg of this truck bypass should meet at the I10/101 half interchange. This simple commonsense recommendation has been ignored. Why? Perhaps because of the desire to accommodate a Phoenix city councilman’s demands for a hospital and additional business development in Laveen? I do not remember anything about a hospital and business development when voting to increase sales taxes to improve transportation in Arizona.</p> <p>In the mid 1980’s, the citizens of Arizona were told that we need to spend more money to fix these problems – a 20 year increase in sales taxes. MAG then became involved. Years later, a second request was made for even more money to fix the transportation problems. Twice now the citizens of Arizona have voted to give ADOT/MAG BILLIONS of dollars to improve the transportation issues in Maricopa County and what do we have? A foolish proposal to spend \$100 million PER MILE to build a truck bypass south of the Phoenix metro area that they say will perhaps make the congestion and pollution problems better. At least 2 BILLION DOLLARS for twenty two miles of truck bypass. There aren’t words to describe this proposal.</p> <p>ADOT has already spent over \$20 million creating the recently released Draft EIS. This is criminal. Now they are spending untold amounts of taxpayer dollars advertising their meetings to sell this proposal to the public, providing free transportation and parking and</p>

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

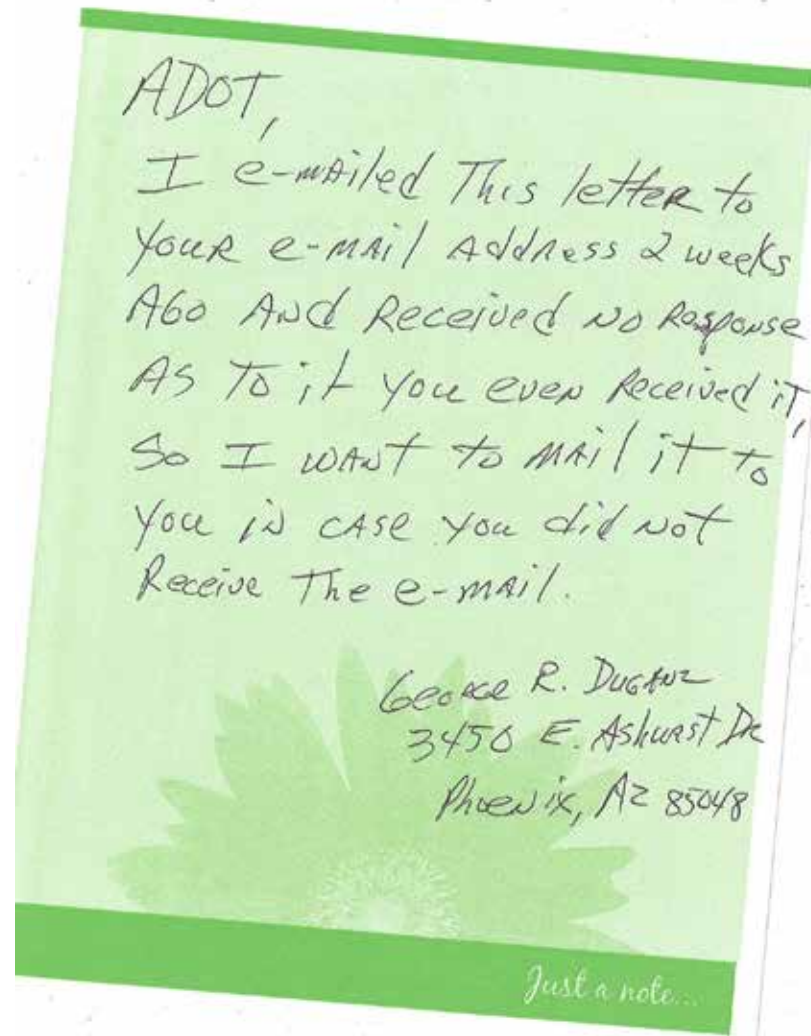
Code	Comment Document
3	<p>who knows what else, full well knowing that technically the Draft EIS can not support itself.</p> <p>They say that this truck bypass will reduce air pollution in the Broadway curve area. They then say that they don't know what it will do to the pollution in the Ahwatukee foothills area since the truck bypass is not there yet. They say that they don't know about the volume of trucks burning high sulfur Mexican diesel fuel that will pass by Ahwatukee and through west central Phoenix, even though the number of trucks passing through the Nogales port of entry are counted every day. All this truck bypass will do is possibly shift the air pollution from one area to two other areas. The possibility of a hazmat disaster right next to Ahwatukee is not even considered in this DEIS. How would the thousands of residents get out in time with something like a chlorine spill? They would not be able to escape.</p> <p>When ADOT built I-10 through the middle of the Gila River Nation's reservation years ago, many promises were made, but not kept. This is one reason that the GRIC does not trust working with ADOT at this point in time. The South Mountain has tremendous cultural and religious meaning to the Gila nation – it is called Muhadagi Doog. Yet ADOT/MAG sees no problem blasting away the western end of the mountain for its truck bypass. There are laws protecting the Phoenix North Mountain preserve, but I guess the Gila Nation's religious site does not matter when it comes to building a truck bypass. This South Mountain Truck Bypass is a total disaster in the making, from the sheer financial cost to the increased pollution problems to the trampling of the Gila Nation's culture. It is nothing more than ADOT listening to the trucking industry instead of watching out for the best interests of the citizens of Phoenix and Maricopa County. It should be immediately scrapped and the money spent on a truck bypass along the I-8/State route 85 corridor well west of metro Phoenix.</p> <p>George R. Duganz PARC Phoenix, Az.</p>
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Code	Issue	Response
3	Air Quality	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>
4	Trucks	
5	Hazardous Materials	
6	Environmental Justice/Lifestyle	<p>The Draft Environmental Impact Statement describes a decade-long consultation and coordination effort led by the Arizona Department of Transportation and the Federal Highway Administration with the Gila River Indian Community and other Native American tribes. As a result of the consultation, the cultural importance of the South Mountains is acknowledged in the Draft Environmental Impact Statement in several locations, notably page 5-26. The proposed project would accommodate and preserve (to the fullest extent possible from the available alternatives) access to the South Mountains for religious practices.</p> <p>Section 106 of the National Historic Preservation Act requires a government-to-government relationship between the Federal Government and Indian tribes as described beginning on page 4-140 of the Final Environmental Impact Statement. Section 106 requires federal agencies take into account the effects of their undertakings on historic properties and requires consultation with tribal authorities. Consultation has occurred with Gila River Indian Community government officials, the Tribal Historic Preservation Officer, the Cultural Resource Management Program, other tribes, and the State Historic Preservation Office and has led to concurrence from the Gila River Indian Community Tribal Historic Preservation Office and the State Historic Preservation Office on National Register of Historic Places eligibility recommendations (including traditional cultural properties like the South Mountains), project effects, and proposed mitigation and measures to minimize harm. This consultation has been ongoing and will continue until any commitments in a record of decision are completed.</p> <p>The section entitled <i>Title VI and Environmental Justice</i>, beginning on page 4-29 in the Draft Environmental Impact Statement, presents acceptable methods, data, and assumptions to assess the potential for disproportionately high and adverse effects from the proposed action on environmental justice populations and disparate impacts to populations protected under Title VI. Based on the content of the section, no such effects would result from the action alternatives.</p> <p>In light of comments received on the Draft Environmental Impact Statement, the above-referenced conclusions were confirmed in the preparation of the Final Environmental Impact Statement. To provide further clarity, the discussions of environmental justice and Title VI were separated and additional text explaining the relationship of environmental justice and Title VI to various environmental elements was added throughout Chapter 4, <i>Affected Environment, Environmental Consequences, and Mitigation</i>, as exemplified by the inserted text on page 4-29 of the Final Environmental Impact Statement.</p>

Code	Comment Document

Code	Issue	Response
7	Section 4(f) and Section 6(f)	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>
8	Purpose and Need, Truck Bypass	
9	Cultural Resources	
10	Alternatives	<p>The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other “loop” freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. The State Route 85/Interstate 8 Alternative was evaluated for the proposed project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.</p>

Code	Comment Document
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ADOT,
 I e-mailed This letter to
 your e-mail Address 2 weeks
 Ago And Received no Response
 AS TO if you even Received it,
 So I want to MAIL it to
 you in case you did not
 Receive The e-mail.

George R. Dugan
 3450 E. Ashurst Dr
 Phoenix, AZ 85048

Just a note...

Code	Issue	Response
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Code	Comment Document
1 2	<p>ADOT</p> <p>RE: South Mountain Diesel Truck Bypass</p> <p>I arrived in Phoenix in August, 1964 to attend Arizona State University. Besides living in southern California for 6 months in 1971, I have lived in Phoenix since then. In 1964, things were very different in terms of transportation corridors. The Black Canyon Freeway (I-17) was the only existing freeway. There was an underpass built under I-17 at the Durango curve to accommodate the coming extension of I-10. It should have remained there. By moving it through central Phoenix and having the loop 202 and highway 51 interchange, ADOT/MAG have created one of the worst bottlenecks in America.</p> <p>As metropolitan Maricopa County grew, the first new freeway opened was I-10 from the Sky Harbor Airport area south towards Tucson. State route 60 going east through Tempe was next. At that point, ADOT created the first traffic nightmare in the making – what is commonly referred to as the Broadway curve, as if the curve in the road is what is creating the terrible rush hour congestion. It was about then that the public noticed that we could have a coming congestion problem similar to what was occurring in southern California. What was said by ADOT then was “don’t worry – we will learn from their mistakes and that will not happen here”. Really?</p> <p>By now, anyone who drives on urban freeways understands that besides sheer volume, two biggest causes of congestion are interchanges and lane changing. A half interchange is just as bad as a full interchange. The engineering at the I-10, State 60, and the State 143, with entrances and exits at Baseline and Broadway roads is abysmal. Nothing will ever fix this mess, including building the South Mountain Truck Bypass. On the western side of this truck bypass, ADOT/MAG wants to build another half interchange halfway between the I-10/101 half interchange and the I17/I10 interchange just about 5 miles in each direction. During rush hour the congestion on the I-10 from the I17 to the 101 is terrible already. ADOT’s own study group recommended that the western leg of this truck bypass should meet at the I10/101 half interchange. This simple commonsense recommendation has been ignored. Why? Perhaps because of the desire to accommodate a Phoenix city councilman’s demands for a hospital and additional business development in Laveen? I do not remember anything about a hospital and business development when voting to increase sales taxes to improve transportation in Arizona.</p> <p>In the mid 1980’s, the citizens of Arizona were told that we need to spend more money to fix these problems – a 20 year increase in sales taxes. MAG then became involved. Years later, a second request was made for even more money to fix the transportation problems. Twice now the citizens of Arizona have voted to give ADOT/MAG BILLIONS of dollars to improve the transportation issues in Maricopa County and what do we have? A foolish proposal to spend \$100 million PER MILE to build a truck bypass south of the Phoenix metro area that they say will perhaps make the congestion and pollution problems better. At least 2 BILLION DOLLARS for twenty two miles of truck bypass. There aren’t words to describe this proposal.</p> <p>ADOT has already spent over \$20 million creating the recently released Draft EIS. This is criminal. Now they are spending untold amounts of taxpayer dollars advertising their meetings to sell this proposal to the public, providing free transportation and parking and</p>

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2	Alternatives, W59 Alternative Versus W101 Alternative	

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3	<p>who knows what else, full well knowing that technically the Draft EIS can not support itself.</p> <p>They say that this truck bypass will reduce air pollution in the Broadway curve area. They then say that they don't know what it will do to the pollution in the Ahwatukee foothills area since the truck bypass is not there yet. They say that they don't know about the volume of trucks burning high sulfur Mexican diesel fuel that will pass by Ahwatukee and through west central Phoenix, even though the number of trucks passing through the Nogales port of entry are counted every day. All this truck bypass will do is possibly shift the air pollution from one area to two other areas. The possibility of a hazmat disaster right next to Ahwatukee is not even considered in this DEIS. How would the thousands of residents get out in time with something like a chlorine spill? They would not be able to escape.</p> <p>When ADOT built I-10 through the middle of the Gila River Nation's reservation years ago, many promises were made, but not kept. This is one reason that the GRIC does not trust working with ADOT at this point in time. The South Mountain has tremendous cultural and religious meaning to the Gila nation – it is called Muhadagi Doog. Yet ADOT/MAG sees no problem blasting away the western end of the mountain for its truck bypass. There are laws protecting the Phoenix North Mountain preserve, but I guess the Gila Nation's religious site does not matter when it comes to building a truck bypass. This South Mountain Truck Bypass is a total disaster in the making, from the sheer financial cost to the increased pollution problems to the trampling of the Gila Nation's culture. It is nothing more than ADOT listening to the trucking industry instead of watching out for the best interests of the citizens of Phoenix and Maricopa County. It should be immediately scrapped and the money spent on a truck bypass along the I-8/State route 85 corridor well west of metro Phoenix.</p> <p>George R. Duganz PARC Phoenix, Az.</p>
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Code	Issue	Response
3	Air Quality	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>
4	Trucks	
5	Hazardous Materials	
6	Environmental Justice/Lifestyle	<p>The Draft Environmental Impact Statement describes a decade-long consultation and coordination effort led by the Arizona Department of Transportation and the Federal Highway Administration with the Gila River Indian Community and other Native American tribes. As a result of the consultation, the cultural importance of the South Mountains is acknowledged in the Draft Environmental Impact Statement in several locations, notably page 5-26. The proposed project would accommodate and preserve (to the fullest extent possible from the available alternatives) access to the South Mountains for religious practices.</p> <p>Section 106 of the National Historic Preservation Act requires a government-to-government relationship between the Federal Government and Indian tribes as described beginning on page 4-140 of the Final Environmental Impact Statement. Section 106 requires federal agencies take into account the effects of their undertakings on historic properties and requires consultation with tribal authorities. Consultation has occurred with Gila River Indian Community government officials, the Tribal Historic Preservation Officer, the Cultural Resource Management Program, other tribes, and the State Historic Preservation Office and has led to concurrence from the Gila River Indian Community Tribal Historic Preservation Office and the State Historic Preservation Office on National Register of Historic Places eligibility recommendations (including traditional cultural properties like the South Mountains), project effects, and proposed mitigation and measures to minimize harm. This consultation has been ongoing and will continue until any commitments in a record of decision are completed.</p> <p>The section entitled <i>Title VI and Environmental Justice</i>, beginning on page 4-29 in the Draft Environmental Impact Statement, presents acceptable methods, data, and assumptions to assess the potential for disproportionately high and adverse effects from the proposed action on environmental justice populations and disparate impacts to populations protected under Title VI. Based on the content of the section, no such effects would result from the action alternatives.</p> <p>In light of comments received on the Draft Environmental Impact Statement, the above-referenced conclusions were confirmed in the preparation of the Final Environmental Impact Statement. To provide further clarity, the discussions of environmental justice and Title VI were separated and additional text explaining the relationship of environmental justice and Title VI to various environmental elements was added throughout Chapter 4, <i>Affected Environment, Environmental Consequences, and Mitigation</i>, as exemplified by the inserted text on page 4-29 of the Final Environmental Impact Statement.</p>

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: HEAT ISLAND CREATION IN PHOENIX Date: Tuesday, July 09, 2013 3:55:15 PM</p> <hr/> <p>Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov</p> <p>-----Original Message----- From: gdugan2@netzero.net [mailto:gdugan2@netzero.net] Sent: Tuesday, July 09, 2013 3:20 PM To: Projects Cc: PARCtheSMF@aol.com Subject: HEAT ISLAND CREATION IN PHOENIX</p> <p>ADOT,</p> <p>1 Much has be said about the heat island that all of the concrete and steel has created in the Phoenix Metro area in the last decade. The result is nighttime temperatures that stay in the 90 + degree range all summer. As a result, we get more dust storms than rain storms anymore. When a real monsoon rainstorm finally manages to force itself into the metro area, it is so severe that extreme damage from micro bursts occurs. Building a concrete and steel band a couple of hundred feet wide that runs 20 miles along the entire south side of our metropolitan area will be the final straw that will cause the monsoon storms to never enter our area - the rain will continue to stop just north of Casa Grande and our low temperatures will soon remain over 100 degrees overnight all summer long. How do you plan to "mitigate" for that in building your diesel truck bypass freeway?</p> <p>2</p> <p>George R. Duganz PARC Lakewood</p> <hr/> <p>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</p>

Code	Issue	Response
1	Heat Island	As buildings, parking lots, roads, and other infrastructure replace open land and vegetation, an urban heat island may result. The heat island effect is of a regional nature and, therefore, there is no requirement to analyze potential impacts and no possibility of determining the localized contribution at the project level to the regional heat island effect. It is likely, however, that a proposed project such as the South Mountain Freeway would be a minor contributor to the overall issue.
2	Purpose and Need, Truck Bypass	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
1	<p>1 MR. DUGANZ: Regarding the Draft Environmental</p> <p>2 Impact Statement, the original plan, over 30 years ago,</p> <p>3 envisioned this freeway as a four-lane commuter freeway, below</p> <p>4 grade, minimizing noise and air pollution. The original</p> <p>5 developer, Charles Keating, donated land for this when Lakewood</p> <p>6 was built.</p> <p>7 ADOT changed, as recently as four years ago, to a</p> <p>8 eight-lane super diesel truck bypass freeway for the trucking</p> <p>9 industry, not for the residents.</p> <p>10 This DEIS, that ADOT has spent over \$20 million</p> <p>11 for, is a fraudulent study to justify this, not analyze it,</p> <p>12 analyze the impact.</p> <p>13 It will be destroying over 200 homes, a church,</p> <p>14 wellheads, and the lifestyle of Ahwatukee Foothills and</p> <p>15 Lakewood. The proof is ADOT always planned this by offering,</p> <p>16 over three years ago, before this DES was even released, to buy</p> <p>17 a church and buying up homes and properties.</p> <p>18 The cost of this fiasco will be over \$100 million</p> <p>19 per mile. And that is minimal, before ADOT has to mitigate</p> <p>20 problems not even yet encountered. It's the most expensive</p> <p>21 freeway ever built in America.</p> <p>22 It will do nothing more than move air pollution,</p> <p>23 not reduce it.</p> <p>24 ADOT engineering, over the past 30 years, has been</p> <p>25 awful, blowing billions of dollars of taxpayer money. Their</p>
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Page 3	
Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com	

Code	Issue	Response
1	Purpose and Need, Truck Bypass	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Neighborhoods/Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
3	Groundwater	If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner would be compensated by drilling a new well according to State regulations/standards. (See the text box on Final Environmental Impact Statement page 4-108.)
4	Acquisitions and Relocations	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix. The Arizona Department of Transportation purchased some right-of-way along Pecos Road when it was adopted as the freeway alignment in 1988 (see Draft Environmental Impact Statement page 3-53). Should another alternative be adopted as a result of this study, the Arizona Department of Transportation would dispose of the land that has been acquired. Federal Highway Administration regulations do not allow the ownership of right-of-way to be a factor in the decision regarding the selection of an alternative.
5	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
	<div data-bbox="447 391 1339 1655" style="border: 1px solid black; padding: 10px;"><p>1 planning on freeways such as the I-10, 61, 43 interchange and 2 the I-10, 202, 51 freeways in downtown Phoenix are witness to 3 this fact. 4 Thank you. 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25</p></div> <p data-bbox="1236 1665 1330 1695" style="text-align: right;">Page 4</p> <p data-bbox="540 1705 1246 1759" style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 499 857 566">INCOMING CALL DATE: 7/24/13</td> <td data-bbox="857 499 1339 566">INCOMING CALL TIME: 11:11 AM</td> </tr> <tr> <td data-bbox="376 566 857 612">CALLER: VALERIE DUGGAN & WILFRED BELLEVILLE</td> <td data-bbox="857 566 1339 612">CALLER ADDRESS: 3115 WEST BELMONT, PHOENIX, ARIZONA 85051</td> </tr> <tr> <td data-bbox="376 612 857 659">PHONE: 602-864-1212</td> <td data-bbox="857 612 1339 659">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: Two voters in our family live here. We both would like to see the freeway go through. It's a yes vote for us. Thank you very much.</p>	INCOMING CALL DATE: 7/24/13	INCOMING CALL TIME: 11:11 AM	CALLER: VALERIE DUGGAN & WILFRED BELLEVILLE	CALLER ADDRESS: 3115 WEST BELMONT, PHOENIX, ARIZONA 85051	PHONE: 602-864-1212	EMAIL:
INCOMING CALL DATE: 7/24/13	INCOMING CALL TIME: 11:11 AM						
CALLER: VALERIE DUGGAN & WILFRED BELLEVILLE	CALLER ADDRESS: 3115 WEST BELMONT, PHOENIX, ARIZONA 85051						
PHONE: 602-864-1212	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>4417</p> <div style="border: 1px solid black; padding: 10px;"> <p>1 eight lanes of traffic.</p> <p>2 Also, I think economically it would be bad for</p> <p>3 Phoenix, because when you create more and more large</p> <p>4 interstates going in and out of a major city, you</p> <p>5 encourage urban sprawl, which takes a lot of money</p> <p>6 outside of the center of Phoenix and distributes it to</p> <p>7 make it wider and wider and wider urban sprawl, which</p> <p>8 Phoenix already has quite a bit. And that's all I wanted</p> <p>9 to say. Thank you.</p> <p>10 THE FACILITATOR: Thank you.</p> <p>11 For those of you who may not have heard, the</p> <p>12 last bus is leaving in about three minutes for all</p> <p>13 destinations out there.</p> <p>14 Cheryl Dumpert.</p> <p>15 Cheryl, could I ask you to use this microphone,</p> <p>16 please. Thank you.</p> <p>17 MS. DUMPERT: Hello, my name is Cheryl Dumpert</p> <p>18 and I'm a member -- I live in Ahwatukee, I've lived there</p> <p>19 since 1990. I'm an avid hiker and I helped extend the</p> <p>20 parking at the Telegraph Pass parking lot. I'm a member</p> <p>21 of several hiking groups with thousands of members that</p> <p>22 hike South Mountain regularly.</p> <p>23 Have you ever had a slice of pie, maybe just a</p> <p>24 sliver, but oh, it's so good, you want another and then</p> <p>25 another, and before you know it, you've eaten the whole</p> </div> <p style="text-align: right;">Page 91</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
1	<p>1 pie? Well, think of South Mountain like that. Just one 2 sliver today and maybe another sliver tomorrow and before 3 you know it, the whole park is eaten up by miles and 4 miles of freeways.</p> <p>5 You know, you never hear of the City of New York 6 cutting into the Central Park, do you? Not at all. As 7 you can tell, I'm rather upset about this. Have you ever 8 hiked South Mountain? It's quiet, you hear the coyotes, 9 you see the cacti, and you hear the lizards -- excuse me, 10 you see the lizards. We can't experience that on a 11 freeway. Why don't we demand other alternates like 12 light-rail expansion; gridlocked cities do and they do it 13 really well. When can you take the light rail to a 14 baseball game from South Mountain? Never. You have to 15 drive miles to actually get on the light rail.</p> <p>16 Arizona destroys and builds. What will be left 17 for future generations? I ask you, have you ever hiked 18 or experienced South Mountain trails? To be a part of 19 this decision, you must make it a point to experience the 20 beauty, to hear the quietness. Have you been there when 21 there's a no-drive Sunday, when there are no cars allowed 22 on South Mountain trails? It's quiet, it's peaceful, and 23 it's even more incredible than any other day of the week.</p> <p>24 And honestly, as a member of the Ahwatukee 25 community, I have heard very little about this. I live</p>
2	
3	

Code	Issue	Response
1	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Alternatives, Nonfreeway Alternatives	
3	Noise	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p> <p>Noise impacts on Phoenix South Mountain Park/Preserve were considered; however, the type of adjacent land uses and proximity of sensitive areas within the park did not qualify for mitigation based on the Arizona Department of Transportation Noise Abatement Policy (see page 4-88 in the Final Environmental Impact Statement for more information on the policy).</p>

Code	Comment Document
4	<p>1 within a mile of the I-10, I read about it today in the 2 newspaper, very last-minute notice. I think you need to 3 give more people an opportunity to hear about this. 4 Obviously, there's more meetings that will be held for 5 more speaking opportunities, and I'm going to be back and 6 I'm going to bring friends.</p> <p>7 As far as the polling, I haven't been polled, I 8 haven't seen signs on the hiking trails to notify my 9 other hiking friends about these changes. South 10 Mountain, like other people have said, it's a beautiful 11 place and it's very passionate to us hikers, so please 12 don't cut into it. It's not a piece of pie. Thank you.</p> <p>13 THE FACILITATOR: Thank you.</p> <p>14 It is now 8:00 p.m. This concludes the Loop 202 15 South Mountain public hearing. Thanks to everyone for 16 your participation and your support throughout the day. 17 Have a good evening.</p> <p>18 (The proceedings concluded at 8:00 p.m.) 19 20 21 22 23 24 25</p>
5	<p>As far as the polling, I haven't been polled, I haven't seen signs on the hiking trails to notify my other hiking friends about these changes. South Mountain, like other people have said, it's a beautiful place and it's very passionate to us hikers, so please don't cut into it. It's not a piece of pie. Thank you.</p> <p>THE FACILITATOR: Thank you.</p> <p>It is now 8:00 p.m. This concludes the Loop 202 South Mountain public hearing. Thanks to everyone for your participation and your support throughout the day. Have a good evening.</p> <p>(The proceedings concluded at 8:00 p.m.)</p>

Code	Issue	Response
4	Public Involvement	<p>Given the complexity, importance, and level of public interest in the Draft Environmental Impact Statement, a key component of the public outreach process was providing detailed information to members of the public—before release of the Draft Environmental Impact Statement—about how they could participate in the Draft Environmental Impact Statement review and comment process. This campaign began 30 days prior to the Draft Environmental Impact Statement release and focused on informing the public of the upcoming Draft Environmental Impact Statement release and described opportunities for participation and input (see text beginning on page 6-23 of the Final Environmental Impact Statement).</p> <p>The public hearing for the Draft Environmental Impact Statement was held on May 21, 2013, at the Phoenix Convention Center from 10 a.m. to 8 p.m. The public hearing's main purposes were to present findings of the Draft Environmental Impact Statement and to obtain public testimony or comment on the Draft Environmental Impact Statement. Notification for this event was distributed in the following ways:</p> <ul style="list-style-type: none"> • media alert • press releases • direct mail to approximately 87,000 residences and businesses in the Study Area • newspaper display notices in the <i>Ahwatukee Foothills News</i>, <i>Arizona Informant</i>, <i>Arizona Republic</i>, <i>East Valley Tribune</i>, <i>La Voz</i>, and <i>West Valley View</i> • Web site banner ads displayed by the <i>Ahwatukee Foothills News</i>, <i>Arizona Republic</i>, <i>West Valley View</i>, and the <i>East Valley Tribune</i> • radio advertising with 25 spots each on KESZ-FM, KMXF-FM, KNIX-FM, KGME-AM, and KFYI-AM
5	Public Involvement	<p>No public vote was held as part of the Draft Environmental Impact Statement review process. Members of the public were encouraged to participate and submit their comments on the Draft Environmental Impact Statement during the 90-day comment period.</p> <p>The proposed Loop 202 South Mountain Freeway has been a critical part of the Maricopa Association of Governments' Regional Freeway and Highway System since it was first included in funding approved by Maricopa County voters in 1985. It was also part of the <i>Regional Transportation Plan</i> funding passed by Maricopa County voters in 2004 through Proposition 400.</p>

Code	Comment Document
	<p>4275</p> <p>1 you to reconsider the plan to build a freeway with so 2 much impact on South Mountain Park.</p> <p>3 THE FACILITATOR: Thank you. 4 Max Dunlap.</p> <p>5 MASTER DUNLAP: Hello, my name is Max 6 Dunlap and this freeway would help us because we 7 could travel a lot faster, because probably now it 8 would take about 30 minutes to get around the 9 mountain. We would have a lot more things and 10 wildlife, even though it could lose some space. It 11 would have -- we could just move all the extra we 12 have from the mountain, and just put it on another 13 side and all the animals would have all the space 14 they already did have.</p> <p>15 And, well, it's also that we have so much 16 traffic that a lot of extra smog goes into the air 17 and with this freeway less smog would go into the 18 air, which means less pollution. And a lot of more 19 happy people that can just travel from place to 20 place.</p> <p>21 THE FACILITATOR: Thank you. 22 Julie Dunlap.</p> <p>23 MS. DUNLAP: Thank you for listening to our 24 concerns. I live in Laveen, and we've lived there 25 for going on eight years. And we purchased our home</p> <p style="text-align: right;">Page 106</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
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1

1 with the intention that the freeway had been
 2 approved. So we really struggle with being able to
 3 get to the places that we need to get to,
 4 particularly having a, you know, young son. We don't
 5 have the resources that we need. So we just really
 6 want to stay in Laveen. We want Phoenix and the
 7 Laveen area to stay liveable, but without the
 8 freeway, we're stuck in traffic. We can't get the
 9 hospital, the resources and things that we need
 10 without it.
 11 So we just encourage moving forward with
 12 the plan for the freeway. Thank you.
 13 THE FACILITATOR: Thank you.
 14 Lindsay Bateman.
 15 An announcement, please. The last bus will
 16 be running in about five minutes, at 7:30, for all
 17 destinations, orange, green, and blue, routes 1, 2,
 18 and 3.
 19 MS. BATEMAN: Just talk? All right.
 20 THE FACILITATOR: Are you Lindsay?
 21 MS. BATEMAN: I'm Lindsay Bateman. I'm
 22 just here to support the South Mountain Freeway. I'm
 23 a resident of Laveen. And I'm just looking forward
 24 the economic development open to our area, and really
 25 relieve the congestion on the surface streets. And

Code	Issue	Response
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1		Comment noted.
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Code	Comment Document
1	<p>4276</p> <p>1 you to reconsider the plan to build a freeway with so 2 much impact on South Mountain Park.</p> <p>3 THE FACILITATOR: Thank you. 4 Max Dunlap.</p> <p>5 MASTER DUNLAP: Hello, my name is Max 6 Dunlap and this freeway would help us because we 7 could travel a lot faster, because probably now it 8 would take about 30 minutes to get around the 9 mountain. We would have a lot more things and 10 wildlife, even though it could lose some space. It 11 would have -- we could just move all the extra we 12 have from the mountain, and just put it on another 13 side and all the animals would have all the space 14 they already did have.</p> <p>15 And, well, it's also that we have so much 16 traffic that a lot of extra smog goes into the air 17 and with this freeway less smog would go into the 18 air, which means less pollution. And a lot of more 19 happy people that can just travel from place to 20 place.</p> <p>21 THE FACILITATOR: Thank you. 22 Julie Dunlap.</p> <p>23 MS. DUNLAP: Thank you for listening to our 24 concerns. I live in Laveen, and we've lived there 25 for going on eight years. And we purchased our home</p> <p style="text-align: right;">Page 106</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 499 857 566">INCOMING CALL DATE: 05/13/13</td> <td data-bbox="857 499 1345 566">INCOMING CALL TIME: 2:38 PM</td> </tr> <tr> <td data-bbox="376 566 857 612">CALLER: MICHAEL DUNN</td> <td data-bbox="857 566 1345 612">CALLER ADDRESS: 299 E. PHELPS STREET, GILBERT, AZ 85295</td> </tr> <tr> <td data-bbox="376 612 857 659">PHONE:</td> <td data-bbox="857 612 1345 659">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I am in support of the South Mountain Freeway. Thank you.</p>	INCOMING CALL DATE: 05/13/13	INCOMING CALL TIME: 2:38 PM	CALLER: MICHAEL DUNN	CALLER ADDRESS: 299 E. PHELPS STREET, GILBERT, AZ 85295	PHONE:	EMAIL:
INCOMING CALL DATE: 05/13/13	INCOMING CALL TIME: 2:38 PM						
CALLER: MICHAEL DUNN	CALLER ADDRESS: 299 E. PHELPS STREET, GILBERT, AZ 85295						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">1</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">2</div>	<p>From: Projects To: ADOT Subject: FW: South Mountain Freeway Date: Tuesday, July 23, 2013 8:15:28 AM</p> <hr/> <p>F.Y.I.</p> <p>Thank you,</p> <p>Salina Tovar Community Relations Officer 1655 W. Jackson St. MD 126F, Room 170 Phoenix, AZ 85007 602.712.4629 azdot.gov</p>  <hr/> <p>From: Rusty Duplessis [mailto:rusty@bobpooch.com] Sent: Monday, July 22, 2013 8:16 PM To: Projects Subject: South Mountain Freeway</p> <p>Here are my comments regarding the freeway. I read a good portion of the draft plan, but may have missed some of the points, so if they were addressed, some of these comments may not be relevant.</p> <ul style="list-style-type: none"> • This freeway is sorely needed. As John McCain might say, "build the dang freeway." • Cutting through some of the ridges of South Mountain may actually be a benefit. This could make the drive more scenic. I actually like the idea of driving through bluffs to get to the other side of the metro area. Freeways and highways all over the country are like this. As for it being sacred to the Indians, they could make that claim for every square mile of the country, but the fact of the matter is that they don't own that land. • For those of us connecting to Loop 101 on the west side, I think it would be beneficial for this freeway to connect directly to Loop 101 rather than having to travel on I-10. I also think that trucks using this route as a bypass should connect to I-10 as far west as possible. To me, it makes more sense, even though it is a few additional miles of freeway. • I know there are projections of future volume, but I don't recall anything indicated that additional lanes could be added at a later date. Three lanes plus HOV in each direction will not be enough within a few years after the freeway's construction (see the Santan Freeway as an example). • Building I-11 from Casa Grande to Las Vegas could further divert truck traffic, perhaps forestalling congestion on this freeway. • The Gila River Indians have finally indicated that no further votes will occur. Fortunately, you had already disregarded any route through their reservation. To me, everything that has occurred appears to be stall tactics. <p>Thank you, Rusty Duplessis</p> <hr/>

Code	Issue	Response
1	Alternatives, W59 Alternative Versus W101 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Alternatives	The proposed freeway at one point featured a ten-lane freeway cross section, with three general purpose lanes in each direction and sufficient right-of-way to add a high-occupancy vehicle lane and a general purpose lane in each direction in the median in the future (when warranted by travel demand). The Maricopa Association of Governments, in association with the Arizona Department of Transportation, later examined an eight-lane freeway cross section, with three general purpose lanes and one high-occupancy vehicle lane in each direction (see Draft Environmental Impact Statement pages 3-19 and 3-20). Such a configuration would reduce the right-of-way needed for the freeway without jeopardizing its ability to meet the purpose and need criteria. Additionally, the eight-lane freeway would cost about \$200 million less than the ten-lane freeway (see the Draft Environmental Impact Statement, beginning on page 3-23). Because the eight-lane freeway would meet the project's purpose and need and would do so with lower costs, less right-of-way acquisition, and fewer impacts than the ten-lane freeway, it was carried forward for further consideration.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 491 857 560">INCOMING CALL DATE: 5/16/13</td> <td data-bbox="857 491 1342 560">INCOMING CALL TIME: 2:32 PM</td> </tr> <tr> <td data-bbox="376 560 857 608">CALLER: ANTHONY DURAN</td> <td data-bbox="857 560 1342 608">CALLER ADDRESS: 7922 WEST GLOBE AVENUE, PHOENIX, AZ 85043</td> </tr> <tr> <td data-bbox="376 608 857 657">PHONE: 623-505-7264</td> <td data-bbox="857 608 1342 657">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support the South Mountain Freeway being built. Thank you.</p>	INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 2:32 PM	CALLER: ANTHONY DURAN	CALLER ADDRESS: 7922 WEST GLOBE AVENUE, PHOENIX, AZ 85043	PHONE: 623-505-7264	EMAIL:
INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 2:32 PM						
CALLER: ANTHONY DURAN	CALLER ADDRESS: 7922 WEST GLOBE AVENUE, PHOENIX, AZ 85043						
PHONE: 623-505-7264	EMAIL:						

Code	Issue	Response
1		Comment noted.

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

INCOMING CALL DATE: 6/11/13	INCOMING CALL TIME: 4:24 PM
CALLER LISA DURAN	CALLER ADDRESS: EL MIRAGE, ARIZONA
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

Hi, and I just want to say that I'm in support of the freeway that you're proposing. Thank you.

1

Code	Issue	Response
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1		Comment noted.
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Code	Comment Document
<div style="display: flex; flex-direction: column; align-items: center;"> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; margin-bottom: 5px; display: flex; align-items: center; justify-content: center;">1</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; margin-bottom: 5px; display: flex; align-items: center; justify-content: center;">2</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">3</div> </div>	<p> From: Projects To: ADOT Subject: FW: Additional comment on the South Mountain Freeway Date: Monday, July 15, 2013 3:30:24 PM </p> <hr/> <p> Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov </p> <p> -----Original Message----- From: Durham [mailto:zdurham@cox.net] Sent: Monday, July 15, 2013 3:18 PM To: Projects Subject: Additional comment on the South Mountain Freeway </p> <p> Additional comment on the South Mountain Freeway: A response to a columnist in the East Valley Tribune: Real estate was sold along that path for years with the signed agreement by the buyer that the property was in a transportation path. For the cost of destroying and building a freeway through that area, a truck route could be developed through Gila Bend to I10. The developing plan for rail service between Phoenix and Tucson needs additional comment. Car wrecks backup traffic daily. Alternative lanes for trucks only are not being developed. The bottom line is hold fast on signed agreements, develop cheaper cross state routes, develop rail alternatives, and tell greedy developers we have enough housing, gas distributors, mini marts, etc., south of South Mountain. Destroying beautiful areas in trade for inefficient transportation routes and leeching developments just doesn't fly. Was the melon truck driver cited? Mike Durham 7-15-2013 </p> <hr/> <p> Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments. </p>

Code	Issue	Response
1	Neighborhoods/ Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
2	Alternatives, E1 Alternative	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p> <p>The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Final Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.</p>
3	Purpose and Need, Lack of Support	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; padding: 2px;">INCOMING CALL DATE: 7/10/13</td> <td style="width: 50%; padding: 2px;">INCOMING CALL TIME: 3:42 PM</td> </tr> <tr> <td style="padding: 2px;">CALLER: DUSTIN</td> <td style="padding: 2px;">CALLER ADDRESS:</td> </tr> <tr> <td style="padding: 2px;">PHONE: 602-475-6057</td> <td style="padding: 2px;">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: Hello, the construction on the 202 to the 67th Avenue and 63rd Avenue I'm just calling to oppose it. To let you know if this goes through I will lose my job, my house, my kids won't have food. I just really would not allow this to go through so if you get this message please call me back so I can talk to somebody. I do not want this to happen so give me a call back. Bye.</p> <p>RESPONSE: I spoke with Dustin on Friday, July 19 at 12:30 p.m. Dustin works for the Country Garden Charter School and has serious concerns about the future of the school given the proposed plans for the South Mountain Freeway. Dustin had attended one of the public meetings where the design staff reassured him that the preferred alignments do not put the Country Gardens Charter School in jeopardy. Dustin did not trust this response and requested a letter in writing from ADOT stating that Country Gardens will not be acquired and demolished for the freeway. I spoke with Reggie Ronaldo from ADOT Right-of-Way and although Reggie said he did not have the authority to approve such a letter, Reggie felt that it would not be appropriate at this time because we are not in the design phase yet. Reggie explained that current plans show that the school will not be affected, although a small portion of their land may be needed (at this time he couldn't elaborate on how much or where). I explained this to Dustin on Monday, July 22 at 12 p.m. and Dustin reiterated his frustration and that his interpretation of this response means there is no guarantee his school won't be bulldozed to the ground. I encouraged him to continue to stay engaged in the process and reminded him we still had a ways to go before any design is finalized and construction begins.</p> <p>Jessica Amend HDR/InfraConsult</p>	INCOMING CALL DATE: 7/10/13	INCOMING CALL TIME: 3:42 PM	CALLER: DUSTIN	CALLER ADDRESS:	PHONE: 602-475-6057	EMAIL:
INCOMING CALL DATE: 7/10/13	INCOMING CALL TIME: 3:42 PM						
CALLER: DUSTIN	CALLER ADDRESS:						
PHONE: 602-475-6057	EMAIL:						

Code	Issue	Response
1	Acquisitions and Relocations	The alignment of the W59 Alternative had not been changed in the area of the Country Garden Charter School. The freeway would not directly affect the school, but would run just east of the school. Design of each action alternative, while completed to an equivalent level, is still preliminary and subject to change because designs would be further refined. The Arizona Department of Transportation would work with businesses during the design phase to identify ways to minimize property impacts that allow the business to continue operations

Code	Comment Document
<p>1</p> <p>2</p>	<p>Fanie Duvenhage Document Created: 5/8/2013 5:42:38 PM by Web Comment Form</p> <p>Thanks for the opportunity to submit comments. I have one concern that are not address in the study:</p> <p>Pecos Road is a primary path for cycling in the Phoenix area. The South Mountain Freeway's Eastern path (E1 alternative) destroys the current wide cycling lane and leaves only Chandler Rd. as an option. The cycling path on Chandler is not adequate for the current volume and I did not see any mention of this issue or a proposed replacement cycling paths or lanes in the current plan. Were any of the cycling clubs approached or consulted on this issue?</p>

Code	Issue	Response
1	Traffic	The study has considered concepts for parallel multiuse paths, however the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.
2	Public Involvement	This study, which began in July 2001, is expected to be completed in 2014. During the study process, community members have had and will continue to have various opportunities to ask questions, express opinions, and provide comments about the proposed action. Specific communication and outreach opportunities are presented in Chapter 6 of the Final Environmental Impact Statement. The project team has not been formally approached by any cycling clubs regarding concerns related to the loss of Pecos Road as a bicycle route.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 499 1345 661"> <tr> <td data-bbox="376 499 857 566">INCOMING CALL DATE: 5/16/13</td> <td data-bbox="857 499 1345 566">INCOMING CALL TIME: 5:03 PM</td> </tr> <tr> <td data-bbox="376 566 857 612">CALLER: ALLEN DYERLY</td> <td data-bbox="857 566 1345 612">CALLER ADDRESS: 2124 E. BARTLETT PLACE, CHANDLER, AZ 85249</td> </tr> <tr> <td data-bbox="376 612 857 661">PHONE:</td> <td data-bbox="857 612 1345 661">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I am in support of that highway. It would be of big help to us as we commute to the other side and I know that I have friends in Ahwatukee who would also support that, but I do support that and wanted to leave this message. Thank you for listening.</p>	INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 5:03 PM	CALLER: ALLEN DYERLY	CALLER ADDRESS: 2124 E. BARTLETT PLACE, CHANDLER, AZ 85249	PHONE:	EMAIL:
INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 5:03 PM						
CALLER: ALLEN DYERLY	CALLER ADDRESS: 2124 E. BARTLETT PLACE, CHANDLER, AZ 85249						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document				
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 499 857 566"> INCOMING CALL DATE: 5/18/13 </td> <td data-bbox="857 499 1339 566"> INCOMING CALL TIME: 4:52 PM </td> </tr> <tr> <td data-bbox="376 566 857 657"> CALLER: JUSTINE DYKES PHONE: </td> <td data-bbox="857 566 1339 657"> CALLER ADDRESS: EMAIL: </td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: Yes, I support the freeway being built. Thank you.</p>	INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 4:52 PM	CALLER: JUSTINE DYKES PHONE:	CALLER ADDRESS: EMAIL:
INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 4:52 PM				
CALLER: JUSTINE DYKES PHONE:	CALLER ADDRESS: EMAIL:				

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p>1 2</p> <p>3</p> <p>4</p>	<p>From: Doug & Linda Dynes To: Projects Subject: Stop South Mountain Freeway Date: Wednesday, July 24, 2013 2:13:40 PM</p> <hr/> <p>Hello, Please use my email to help not having the South Mountain Freeway built here in Ahwatukee or the South Mountain Park areas. As residents here in Ahwatukee for 18 years, my husband and I have enjoyed the quietness and beauty of South Mountain and the area. We live in Lakewood, which would be very close to the new freeway location, and the noise and dirty particulates would create issues that we do not believe would enhance the quality of life and health that we have here. The freeway would allow for easy access for us, but it also would allow the same for burglary and other crime to come in to our area. So far, we feel safe here and the thought that a freeway could allow for crime to come into our neighborhoods just adds to our belief that this freeway should not be built here.</p> <p>Please do not build the South Mountain Freeway and change the Ahwatukee community and life forever. Keep it the beautiful neighborhood that it is to raise a family here as we have.</p> <p>Thank you for your time. Sincerely, Linda (and Doug) Dynes 16439 South 34th Way Phoenix, Arizona 85048</p>


Code	Issue	Response
1	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Air Quality	
3	Neighborhoods/Communities	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
4	Neighborhoods/Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement beginning on page 4-91).

Code	Comment Document
	<p>From: Sierra Club on behalf of Linda Eaton To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Monday, May 27, 2013 10:44:31 AM</p> <hr/> <p>May 27, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>2 The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.</p> <p>3</p> <p>4 South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.</p> <p>5</p> <p>6 The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.</p> <p>7</p> <p>8 The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.</p> <p>1 Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you. How about repairing the existing crumbling roads instead of building new ones in Maricopa County as usual. Have you drove on the roads in Northern Arizona lately, hope no one wrecks in one of those 3 foot pot holes and sues the hell out of you. Give back the Counties their monies so we can fix our roads.</p> <p>Sincerely,</p>

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

Code	Comment Document
	<p data-bbox="428 419 640 506">Ms. Linda Eaton 1450 E Calle Charcas Kingman, AZ 86409-9386 (928) 757-9828</p>

Code	Issue	Response
8	Neighborhoods/ Communities	<p data-bbox="1970 284 2909 798">Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.</p>

Code	Comment Document
	<p>LOOP 202 <i>South Mountain</i> Freeway Study 2013</p> <p>Draft Environmental Impact Statement COMMENT FORM</p> <p>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</p> <p>ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.</p> <p>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</p> <div style="border: 1px solid black; padding: 5px; width: fit-content;"> <p>It is helpful to ADOT to receive comments on:</p> <ul style="list-style-type: none"> • A particular alternative, environmental impact assessment, and/or draft mitigation. • Any information you feel is incomplete or incorrect. • How the proposed action would affect you. </div> <p>Comments must be received or postmarked by July 24, 2013.</p> <p>1 <u>IT IS CLEAR THAT ADOT HAS NEVER CONSIDERED ALTERNATIVES. IT IS SHAMEFUL THE AMOUNT OF MONEY SPENT ON THIS STUDY WHEN SOME VERY OBVIOUS ALTERNATIVES SHOULD HAVE BEEN CONSIDERED.</u></p> <p><u>FOR EXAMPLE THE 2+ BILLION \$ BEING SPENT COULD BUY A LOT OF EXPRESS BUSES FOR THE ENTIRE REGION TO GO FROM MAJOR RESIDENTIAL AREAS TO MAJOR EMPLOYMENT AREAS. MORE PEOPLE ARE WORKING FROM HOME, TELE COMMUTING, AND TAKING THE EXPRESS BUSES (PECOS RD. EXPRESS STATION IS PACKED!!!)</u></p> <p><u>YOU ARE ADO TRANSPORTATION NOT ADO CONSTRUCTION. THIS IS A SERIOUSLY FLAWED STUDY FOR MANY OTHER REASONS AS WELL, BUT LACK OF PUBLIC TRANSPORT IS A EPIC FAIL.</u></p> <p>Optional Name <u>John Edmondson</u> Email <u>john@theheadoffice.net</u> Address <u>15828 S. 35th WAY</u> City <u>PHX</u> State _____ Zip <u>85048</u> Phone _____ Fax _____</p> <p>Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007</p> <p><small>ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150</small></p> <p>ADOT  FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</p>

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

Code **Comment Document**

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

INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 10:34 AM
CALLER: DEBBIE & MICHAEL EISNOGLE	CALLER ADDRESS: 12222 W. CAMBRIDGE AVENUE, AVONDALE, AZ 85392
PHONE: 623-328-9496	EMAIL:

CALLER REMARKS/QUESTIONS:

We support the bypass, it needs to be put in, too many people and not enough roads.

1

Code **Issue** **Response**

1		Comment noted.
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Code	Comment Document
1	<p>Michael Ellegood Document Created: 5/13/2013 11:33:30 AM by Web Comment Form</p> <p>The South Mountain Freeway has been on the books for 28 years. Meanwhile the Valley has grown as has traffic and resultant congestion. Trans-continental truck traffic has grown as well. It is time to build this project! We have studied it to death, we have examined all of the alternatives, we have spent millions of taxpayer dollars examining, re-examining, considering, meeting, discussing - we need to build it!</p> <p>Several years ago, in my role as Maricopa County Transportation Director, I received a complaint from the St. Johns community on the GRIC concerning truck traffic through this small community on 51st Avenue. I personally went to the community to witness the issue. The concern was indeed valid. This small, quiet, native american community was the recipient of dozens of trucks, seeking a bypass around central Phoenix. In spite of a 25 mile per hour speed limit, these trucks were traveling at speeds nearing 50 mph! No residential community deserves this.</p> <p>The South Mountain Freeway will relieve this problem. The time is now, let's build it!</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: Comments on Loop 202 Sount Mountain freeway Date: Thursday, June 20, 2013 3:51:19 PM</p> <hr/> <p>Thank you, Felicia Beltran Senior Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-319-7709 azdot.gov </p> <hr/> <p>From: Vicky Elleray [mailto:velleray@yahoo.com] Sent: Thursday, June 20, 2013 3:10 PM To: Projects Subject: Comments on Loop 202 Sount Mountain freeway</p> <p>I attended the Foothills Golf course open meeting on June 18 and I would like to submit the following comments.</p> <p>I am OPPOSED to the new freeway for the following reasons.</p> <ol style="list-style-type: none"> 1. Environment impact. <p>Pollution. Fact - with increased traffic will come increased pollution behind South Mountain impacting 75,000 people. I understand your study states you have met the federal standards. Regardless of the federal standards, pollution is pollution no matter what number you assign it. I am not comforted by some federal standard. Federal government doesn't have the best track record with much they are involved with. I don't trust your study or the federal standards you propose it meets. I lived in Denver and I know first hand what the brown cloud of pollution is and does to humans when bumped up to a mountain.</p> <p>Hazard materials. Fact - trucks will hazard material be allowed to flow through that area. Along the way are schools and peoples homes. That is simply not acceptable to expose 75,000 to that type of risk.</p>

Code	Issue	Response
1	Air Quality	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p> <p>Meteorological information was considered in the air quality analyses [<i>Air Quality Assessment: South Mountain Freeway (SR 202L)</i>, dated March 1, 2013] conducted for the proposed action. Data from Maricopa County Air Quality Department and from the Gila River Indian Community monitoring station were compared with two, 1-month studies conducted during the winter of 2006 and the spring of 2007 along Pecos Road in the Study Area. According to the Arizona Department of Transportation, 2013, <i>Air Quality Assessment South Mountain Freeway 202L Draft Report</i>, review of wind data from the Gila River Indian Reservation Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows winds and stable atmospheric conditions, the wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns will tend to have a flow from the easterly component as the air flows from the east to the lower elevations along the Gila River. During the warmer hours with improved mixing, the flows typically follow the river channel and come from the north and northwest toward the south and southeast.</p>
2	Hazardous Materials	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>

Code	Comment Document
3	<p>Noise. Fact - I now live 1 mile from I-10. I can hear I-10 from my yard. If you add another freeway, that noise just doubled because I am also 1 mile from the 40th/202 intersection. Walls will not protect me from the additional noise.</p>
4 5	<p>Destroy South Mountain terrain. By cutting through the mountain it destroys the land, a mountain, animals and nature. For what trade off?</p>
6	<p>2. Crime. Fact - 51st avenue is a crime ridden area. Fact - no one at the meeting on Tuesday could speak to the potential increased crime because no study was done. Common sense will tell you that if you open 51st avenue to Ahwatukee crime will increase. Crime will now come from the west. The new road will invite new crime and provide for an additional escape route. It will provide the criminals new homes to rob and steal from which were otherwise not easily accessed and not worth their time. That will translate into higher homeowners insurance premiums - increased risk means increase premiums. Ahwatukee is known for low crime because it is protected naturally by South Mountain and the Gila River community. Don't want it!</p>
7	<p>3. Coyote/Illegals new route. As if we don't already have problems with coyotes/illegals passing through Phoenix. This gives them another route and another pathway for our police to monitor. Our police are already stretched thin. Why would you want to add this additional burden? Not acceptable.</p>
8	<p>4. Gila River Community. They got it right - no build. If they can have such a strong voice, also should Ahwatukee. Put it to vote for the Ahwatukee people just like Gila River did.</p> <p>5. Who benefits? I question who really benefits from this road. The truth isn't fully disclosed. For truckers, it adds another route - no benefit to</p>

Code	Issue	Response
3	Noise	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p> <p>Noise barriers are designed to provide a substantial reduction in noise levels along freeways, but do not and cannot eliminate noise from passing into nearby neighborhoods. Just because noise can be heard does not mean that noise barriers are ineffective. Even at the levels considered "acceptable" by the Arizona Department of Transportation Noise Abatement Policy and Federal Highway Administration regulations, noise is still readily audible and can be heard for some distance from the freeway.</p>
4	Section 4(f) and Section 6(f)	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>
5	Biology, Plants, and Wildlife	
6	Neighborhoods/Communities	<p>While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.</p>
7	Alternatives, No-Action (No-Build) Alternative	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p> <p>No public vote was held as part of the Draft Environmental Impact Statement review process. Members of the public were encouraged to participate and submit their comments on the Draft Environmental Impact Statement during the 90-day comment period.</p> <p>The proposed Loop 202 South Mountain Freeway has been a critical part of the Maricopa Association of Governments' Regional Freeway and Highway System since it was first included in funding approved by Maricopa County voters in 1985. It was also part of the <i>Regional Transportation Plan</i> funding passed by Maricopa County voters in 2004 through Proposition 400.</p>
8	Purpose and Need	<p>Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22).</p> <p>Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.</p>

Code	Comment Document
9	Ahwatukee. For developers - opens up new land options on the west side to build because now undesirable land becomes valuable due to quicker access to either side - no benefit to Ahwatukee. Time savings was 6 minutes to downtown. For the damage incurred, that is not a trade off for Ahwatukee. I am not one of 138 of those who will lose their home - there isn't enough money to compensate for that loss. That impacts peoples lives forever - no benefit to Ahwatukee.
6	6. Community feel. Ahwatukee is known for it's quite, low crime and small committee feel. That is why I bought here. A new freeway will destroy the very quality that Ahwatukee was built on. For what trade off? More pollution and crime.
10 1 6	
11	7. Window of opportunity is closed. ADOT had years to make this happen when the number of people in Ahwatukee were a handful and before this became home to 75,000 people and schools. I understand all the laws limiting ADOT from stopping developers building. In life that is called "too bad". I had a lengthy discussion with the ADOT man at the meeting about this topic. So now because ADOT can, they want to disrupt a community because they can. I say your window of opportunity is lost, so too bad, no build in Ahwatukee.
7	8. I did my own poll. I asked this question to each of the ADOT people at the meeting I spoke with - 5 in total. I asked them if they lived in Ahwatukee. Each one said "no". I then asked if they would move their family, grandkids, parents, sisters/brothers and cousins to this area if there was a freeway built? 1 said - he couldn't answer that. 4 said - no. That says a lot.
12	Progress isn't always the right answer if you destroy land and people in the way. You can't undo the damage once done. When are we going to learn from past mistakes? Please do NOT build Loop 202 South Mountain freeway....because it is the right thing to do for Ahwatukee as a whole.

Code	Issue	Response
9	Purpose and Need, Lack of Support	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
10	Neighborhoods/ Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement beginning on page 4-91).
11	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
12	Alternatives, Lack of Support	

Code	Comment Document
	<p>Jeanne Elliott Document Created: 7/15/2013 12:27:02 PM by Web Comment Form</p> <p>1 2 3 4 5</p> <p>The environmental impact of the proposed Loop 202 freeway goes way beyond the biological and chemical issues that will ensue, in that the entire environment of a quiet and beautiful area will be ruined. The truck traffic (which is rarely mentioned in any discussions) that will use this route will ensure that.</p> <p>This route should have been, or should BE, planned much farther south in an area that will not impact the residents from whom the state and city have been glad to reap taxes.</p>

Code	Issue	Response
1	Biology, Plants, and Wildlife	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Air Quality	
3	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix. The Maricopa Association of Governments regional travel demand model forecasts approximately 10 percent truck traffic on the South Mountain Freeway in 2035 (see Final Environmental Impact Statement page 3-64). This percentage is similar to current conditions on Interstate 10 between Loop 101 and Interstate 17 and on U.S. Route 60. Noise modeling for the Final Environmental Impact Statement used this forecast truck traffic, with the model accounting for greater noise generation by trucks in the future (see Final Environmental Impact Statement page 4-88). Noise mitigation is designed for this predicted noise level, including the noise from trucks.
4	Visual Resources	Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-170 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.
5	Alternatives	The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Final Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.

Code	Comment Document
<p>1</p> <p>2</p> <p>3</p> <p>4</p> <p>5</p> <p>6</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>	<p>MS. ELLIS: Christine Ellis. My address is 1520 West Glenhaven Drive, Phoenix, 85045. I'm definitely not in support of the 202 coming in through Ahwatukee. I don't see the reason that it would come in and destroy our neighborhoods. I see that we really need to work with Gila River Indian community in hopes that they can put it down on their land and find a way to make that work. Otherwise, I don't really see why we even need this. I don't think it's become really clear.</p> <p>I don't feel -- I don't see why Interstate 8 isn't a viable option, why they don't use it now. I don't see the need for the damaged air quality. I have not seen anything that has made me feel like this is a great idea for Ahwatukee or the community in general, and especially the Gila River community taking down South Mountain and cultural icons that are just -- it's religious.</p> <p>I don't feel that it's fair for the Gila River Indian community to give up such a spiritual part of their land, and so that's just my opinion. I do not agree to follow through with this 202 taking all these families and churches and schools. Ahwatukee is such a -- we're here for that reason. We are closed off. It's quiet, it's nice and I don't</p>

Code	Issue	Response
1	Neighborhoods/Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement beginning on page 4-91).
2	Alternatives, Gila River Indian Community Alignment	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Purpose and Need, Lack of Support	
4	Alternatives	The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Final Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.
5	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
6	Alternatives, E1 Alternative	
7	Cultural Resources	
8	Neighborhoods/Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)

Code	Comment Document
	<div data-bbox="447 385 1339 1649" style="border: 1px solid black; padding: 10px;"><p>1 want that destroyed.</p><p>2</p><p>3</p><p>4</p><p>5</p><p>6</p><p>7</p><p>8</p><p>9</p><p>10</p><p>11</p><p>12</p><p>13</p><p>14</p><p>15</p><p>16</p><p>17</p><p>18</p><p>19</p><p>20</p><p>21</p><p>22</p><p>23</p><p>24</p><p>25</p></div> <p data-bbox="1224 1661 1330 1685" style="text-align: right;">Page 21</p> <p data-bbox="547 1701 1246 1755" style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
<p>1 2 3</p> <p>4</p> <p>5</p> <p>6</p>	<p>David Elms Document Created: 7/24/2013 7:22:17 PM by Web Comment Form</p> <p>NO WAY ADOT is shoving this freeway down our throat and we do not want it in Ahwatukee. The only benefit we get is Air Pollution, Noise Pollution, and Truck traffic. If the government is For the People by the People why are you not listening to the people of Ahwatukee. Or is it a greed thing only to benefit the few who will profit from the freeway. South Mountain is why I live in Ahwatukee I hike there, I walk my dogs there, I ride my mountain bike there, and I spend time there to get away from the bustle of the city and you want to destroy a piece of it also. Please do not destroy my mountain. If the goal it to reroute I-10 truck traffic around Phoenix why not use I-8 to around Gila Bend then build a freeway along the AZ 85 alignment. Do Not destroy our community and Mountain with a freeway we do not want.</p>

Code	Issue	Response
1	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Noise	
3	Purpose and Need, Lack of Support	
4	Section 4(f) and Section 6(f)	
5	Trucks	The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Final Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.
6	Neighborhoods/Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement beginning on page 4-91).

Code	Comment Document
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4283

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

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Page 5

Code	Issue	Response
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1		Comment noted.
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Code	Comment Document
1	<p>From: Projects To: ADOT Subject: FW: Loop 202- South Mountain Freeway Date: Tuesday, April 30, 2013 8:53:46 AM</p> <hr/> <p>From: David D Englehart [mailto:carguy42503@gmail.com] Sent: Friday, April 26, 2013 1:30 PM To: Projects Subject: Loop 202- South Mountain Freeway</p> <p>Hello,</p> <p>I am very happy to see the Draft EIS completed. This freeway was a big part of my decision to move to Laveen 6 years ago and seeing the process move so slowly has been very frustrating. Many of us here are very anxious for the ease of travel and the new development that the freeway will bring. I hope the project will move as swiftly as possible from this point to it's completion. Thank you for taking my comments.</p> <p>-- Peace to you and grace from God our Father and the Lord Jesus Christ, David Englehart</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

Code	Issue	Response
1		Comment noted.

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

INCOMING CALL DATE: 7/24/13	INCOMING CALL TIME: 11:34 AM
CALLER: CHRIS ENGLISH	CALLER ADDRESS:
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

Hello, I support the South Mountain freeway. My phone number is 602 – ahh – I'll do it online.

1

Code	Issue	Response
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1		Comment noted.
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Code **Comment Document**

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

INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 11:25 AM
CALLER: ENGQUIST	CALLER ADDRESS: 8011 SOUTH 47 TH AVENUE, LAVEEN, ARIZONA 85339
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

I am very, very much in favor of the South Mountain freeway going through and I hope you will consider that. It would help with the traffic and if would give a better route through the area and actually take the cars around and lessen the congestion. Thank you very much and have a wonderful day. Bye.

1

Code **Issue** **Response**

1 Comment noted.

Code	Comment Document
	<p>From: Sierra Club on behalf of John & Juanita Enkoji To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Monday, June 03, 2013 6:13:01 PM</p> <hr/> <p>Jun 3, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>The proposed freeway would cause more problems than it would solve. It is at best only a short term approach to a long term problem. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.</p> <p>South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.</p> <p>The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.</p> <p>The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.</p> <p>Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</p> <p>Sincerely,</p> <p>Mr. John & Juanita Enkoji 26804 N 79th St Scottsdale, AZ 85266-9059 (480) 515-1087</p>

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

Code	Comment Document

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

Code	Comment Document
1	<p style="text-align: center;">***</p> <p>THE REPORTER: Please state your name.</p> <p>MR. ENOS: Darius Enos.</p> <p>"Traffic presents a unique public health threat due to the toxicity of its emissions and its extensive integration into our lives and communities. The stakes are high, including excess cancers and children's asthma rates occurring at epidemic proportions. This threat can no longer be ignored; it must be clearly understood and addressed." And that's a quote from Associate Professor Tim Buckley, from the Bloomberg School of Public Health at Johns Hopkins University. That quote was cited in the Sierra Club's Highway Health Hazards Report on how highways and the roads cause health problems in our communities.</p> <p>The report cites several different research reports, including a Johns Hopkins study showing the association between traffic and curbside concentrations of cancer-causing pollutants; the Journal of the American Medical Association study linking soot and diesel exhaust to lung cancer, cardiopulmonary diseases, and other causes of death; a Denver study showing children living near busy roads, that they are six to eight times more likely</p> <p style="text-align: right;">Page 22</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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

Code	Comment Document
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2

1 to develop leukemia and other forms of cancer; a
 2 Journal of The American Medical Association study
 3 finds that increasing public transportation, along
 4 with other traffic control measures, and that was
 5 during the 1996 Atlantic Olympics, which reduced
 6 acute asthma. A California South Coast Air Quality
 7 Management District did a multiple air toxic exposure
 8 study, too, the most comprehensive study of urban
 9 toxic air pollutions showing that vehicle exhaust is
 10 the source of cancer-causing air pollutants in
 11 Southern California.

12 The community the potential freeway would
 13 affect is the Gila River Indian Community, which was
 14 little mentioned in the Environmental Impact
 15 Statement. Whatever political lines that may have
 16 been drawn, the health effects cannot be ignored in
 17 any way. And that is something that the
 18 Environmental Impact Statement does not take into
 19 account.

20 And furthermore, the community is already
 21 susceptible to volatile health problems, including
 22 high rates of diabetes. The story is, in the 1800s
 23 our river, our namesake, was taken away from us,
 24 dammed up for the development of Phoenix and the
 25 State of Arizona, and the development of Phoenix was

Code	Issue	Response
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2	Health Effects	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
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Code	Comment Document
3	<p>1 put on the backs of our health for many generations, 2 including today. What the Arizona Department of 3 Transportation is asking for is to have another 4 generation of health effects, which is not only for 5 the Gila River Indian Community, but also minority 6 communities within south and west Phoenix.</p> <p>7 Furthermore, the potential freeway 8 impedes on the spiritual practice of my community. 9 It is where our creator is said to have been shown, 10 and where a large part of our stories, songs, and 11 dances revolve around. Furthermore, there are 12 remains of our ancestors within the mountain and 13 around the mountain. It is not common for non-native 14 people to have their ancestors dug up. It is a 15 violation of human rights and human dignity to have 16 that happen to us, since the arrival of Europeans in 17 this country.</p> <p>18 With that in mind, the Arizona Department 19 of Transportation continues colonial practices on the 20 indigenous people of the area. History is being 21 repeated, sadly.</p> <p>22 I am a graduate of ASU, and I majored in 23 American Indian studies, minor in global studies. 24 With that, furthermore, within a global context, the 25 United States is very behind in environmentally safe</p> <p style="text-align: right;">Page 24</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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

Code	Comment Document
	<p>1 and sound public transportation. If you look at 2 Sweden or any other European country, the route of 3 transportation is made sure to be provided to be 4 environmentally sound. The freeway does not 5 guarantee the safety and health of the Gila River 6 Indian Community. And furthermore, as a citizen of 7 Arizona, to look at the education levels in 8 comparison to our state budget, where we have the 9 lowest reading levels in the United States and 10 transportation is the biggest issue.</p> <p>11 I'm going to do everything in my power to 12 fight this freeway and I hope you see it through my 13 eyes. Thank you.</p> <p>14 THE REPORTER: Thank you very much.</p> <p>15 16 17 18 19 20 21 22 23 24 25</p>
	<p style="text-align: right;">Page 25</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
	<div style="text-align: center;"> <p>LOOP 202 <i>South Mountain</i> Freeway Study</p> <p>2013</p> <p>Draft Environmental Impact Statement COMMENT FORM</p> </div> <p>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process. ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation. When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</p> <div style="border: 1px solid black; padding: 5px; width: fit-content;"> <p>It is helpful to ADOT to receive comments on:</p> <ul style="list-style-type: none"> • A particular alternative, environmental impact assessment, and/or draft mitigation. • Any information you feel is incomplete or incorrect. • How the proposed action would affect you. </div> <p>Comments must be received or postmarked by July 24, 2013.</p> <p>1 <i>Build the DMM thing now. We need to lessen the congestion on the I-10. There are also communities that need amenities that come with freeway development. Hospitals and entertainment venues greatly needed.</i></p> <p>Optional Name <i>Loz Enriquez</i> Email _____ Address <i>16814 N 25th Drive</i> City <i>Phoenix</i> State <i>AZ</i> Zip <i>85017</i> Phone _____ Fax _____</p> <p>Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007</p> <p><small>ADOT TRACS No.: 202L MA 054 HS764 01L • Federal-aid Project No.: NH-202-D(ADP) 13-156</small></p> <div style="display: flex; justify-content: space-between;">   <p>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</p> </div>

Code	Issue	Response
1		Comment noted.

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

INCOMING CALL DATE: 6/14/13	INCOMING CALL TIME: 2:17 PM
CALLER: MAGGIE ENRIQUEZ	CALLER ADDRESS: 7350 W. CAMERON DRIVE, PEORIA, ARIZONA 85342
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

I approve and agree with the building of the South Mountain freeway. Thanks very much. Bye.

1

Code	Issue	Response
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1		Comment noted.
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Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 491 1345 655"> <tr> <td data-bbox="376 491 857 560">INCOMING CALL DATE: 5/20/13</td> <td data-bbox="857 491 1345 560">INCOMING CALL TIME: 2:07 PM</td> </tr> <tr> <td data-bbox="376 560 857 608">CALLER: ERAIM ERAIM</td> <td data-bbox="857 560 1345 608">CALLER ADDRESS: 7145 S. 37 DRIVE, PHOENIX, ARIZONA 85041</td> </tr> <tr> <td data-bbox="376 608 857 655">PHONE:</td> <td data-bbox="857 608 1345 655">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support the South Mountain freeway. Again, I support the freeway. Thank you.</p>	INCOMING CALL DATE: 5/20/13	INCOMING CALL TIME: 2:07 PM	CALLER: ERAIM ERAIM	CALLER ADDRESS: 7145 S. 37 DRIVE, PHOENIX, ARIZONA 85041	PHONE:	EMAIL:
INCOMING CALL DATE: 5/20/13	INCOMING CALL TIME: 2:07 PM						
CALLER: ERAIM ERAIM	CALLER ADDRESS: 7145 S. 37 DRIVE, PHOENIX, ARIZONA 85041						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code **Comment Document**

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

INCOMING CALL DATE: 7/24/13	INCOMING CALL TIME: 2:47 PM
CALLER: STEVE ERMO	CALLER ADDRESS: 3325 EAST MARCO POLO ROAD, PHOENIX, ARIZONA 85050
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

Hi, I'm calling in support of the South Mountain freeway. Thank you.

1

Code **Issue** **Response**

1		Comment noted.
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Code	Comment Document
<p>1 2 3 4 5 6</p>	<p>Janice Ertl Document Created: 5/21/2013 9:05:53 PM by Web Comment Form</p> <p>I have lived here for 30yrs and every time a freeway is built it is totally clogged with traffic within 2 yrs. Freeways fuel urban sprawl and do nothing to change the habits of people to bus, carpool, work from home-- and even make it more difficult to bike to work. Building a freeway is doing more of the same, plus forever changing South Mountain....better to put the money into a train from Phoenix to Tucson. By the way, where is that bike lane that was supposed to parallel the freeway??</p>

Code	Issue	Response
1	Purpose and Need	<p>Although the region’s freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22).</p> <p>Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.</p>
2	Social Conditions	<p>Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.</p>
3	Social Conditions	<p>The proposed freeway is a response to existing and anticipated travel demand in the metropolitan Phoenix area. It is not meant to increase travel beyond that expected to be generated from existing and anticipated population and employment growth and related land development. It is important to consider that improvements proposed for any type of transportation system (e.g., a new bus route, rail transit line, commuter rail service) would likely lead to changes in travel behavior, which, in turn, would lead to increased use of the particular system. Improvements made to a given transportation system are meant to attract new users (see Final Environmental Impact Statement pages 4-170 through 4-174). If this were not a primary goal, the improvements would be neither effective nor warranted. For the proposed action, a goal is to attract users of other segments of the Regional Freeway and Highway System and the local arterial street network, now and in the future, to the proposed action to optimize, in part, the entire regional transportation system (as outlined in the proposed action’s purpose and need in Chapter 1).</p>
4	Section 4(f) and Section 6(f)	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>
5	Alternatives, Nonfreeway Alignments	

Code	Comment Document

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

Code	Comment Document
1	<p>1 MR. ERWIN: So, as far as the different pieces of 2 this, I actually have been involved in listening to the 3 discussions, and so forth, since this was going on in the 4 central area. And it was like, kind of, a community -- a 5 community college area. And there were 37 different groups 6 there that were -- formed the homeowners' association that 7 would be affected by this, that was going through different 8 sections.</p> <p>9 And at the end they actually did, going through, 10 doing the voting section. And ADOT provided different 11 information along the way, and they went and voted. The 12 community gave a vote on this, of what their -- their 13 assessment of a build/no build, which is kind of what was on 14 the video. And they gave that a vote.</p> <p>15 And I haven't seen that information published 16 anywhere. And I was -- had been going, doing this for about a 17 year. So I was kind of wondering why that information isn't 18 available, why that part isn't being communicated along the 19 way. I feel like that's a disservice to the people who've been 20 involved in this process all along.</p> <p>21 In fact, there was a -- the -- Doug, who does the 22 Ahwatukee Foothills newspaper was there, as well. And he wrote 23 different articles about it, including talking about the Great 24 Wall of Pecos, which ADOT said was going to have to be built, 25 the entire stretch of Pecos. So the lack of information makes</p> <p style="text-align: right;">Page 33</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
1	Public Involvement	<p>Since 2002, the Arizona Department of Transportation has worked with a South Mountain Citizens Advisory Team, whose members represented various stakeholder groups in the South Mountain Freeway Study Area. The group met regularly to review environmental and technical data, to discuss the interests and concerns of their respective organizations, and to help find a consensus solution for meeting transportation needs in the Study Area. The general public was welcome to attend each of these meetings. There also have been various community meetings through the course of the environmental impact statement process. For a listing of the past South Mountain Citizens Advisory Team and community meetings, please see <azdot.gov/southmountainfreeway/meeting_notices.asp#communitypast>. Additionally, individual members of the community had an opportunity to review the Draft Environmental Impact Statement, attend a public hearing, and provide comments to be included in the Final Environmental Impact Statement.</p>

Code	Comment Document
2	<p>1 it extremely difficult for the public to give informed 2 decision, even though we know the information is there and it 3 had been presented.</p> <p>4 The other piece is that, when the information was 5 being put through, about the assessment for the traffic that 6 would go through -- And even recently, in downtown, the guy who 7 kind of knows everything, and has been with this the entire 8 project, said the assessment for the traffic was based off of 9 forecasted traffic for the entire Phoenix area. So they took 10 all of the traffic in all of Phoenix and said: Here's what's 11 going to happen on this loop.</p> <p>12 And it was 92 percent residential and 8 percent 13 commercial.</p> <p>14 But the reality of the situation is that there is a 15 very limited number of people that live in the south that would 16 need to do something in the west. There is a very -- There is 17 a very limited number of people who live in the west that would 18 need to do something in the south that would use that 19 thoroughfare on a regular basis.</p> <p>20 So, again, the information -- There is 21 misinformation that is being provided to not just the people in 22 this community but all of the voters, at large, about what this 23 really means from a traffic assessments -- or a 24 traffic-modeling standpoint.</p> <p>25 The fact is that anything that comes from the west</p>
3	<p style="text-align: right;">Page 34</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
2	Traffic	<p>The Federal Highway Administration and the U.S. Environmental Protection Agency approved the air quality conformity determination that includes the Maricopa Association of Governments regional travel demand model that produced the traffic projections used in the traffic analysis for the project (see Draft Environmental Impact Statement page 3-27). Traffic projections are regularly updated by the Maricopa Association of Governments. The traffic projections in the Draft Environmental Impact Statement are from a model adopted in 2011. When the Maricopa Association of Governments adopts new socioeconomic projections and traffic projections, it will be reflected in the study documents. Key model inputs used to forecast travel demand included (see Table 3-7 on Draft Environmental Impact Statement page 3-27):</p> <ul style="list-style-type: none"> • socioeconomic data based on the adopted general plans of Maricopa Association of Governments members, which includes projected growth in population, housing, and employment (including proposed commercial centers), along with economic forecasts and the existing and planned transportation infrastructure as identified by Maricopa Association of Governments members • the anticipated average number of vehicle trips within the region (including those to and from the region's households) on a daily basis (this number is tracked regularly by the Maricopa Association of Governments) • the distribution of transportation modes used by travelers in the Maricopa Association of Governments region (also tracked regularly by the Maricopa Association of Governments) • the capacity of the transportation infrastructure to accommodate regional travel • the future transportation infrastructure established using <i>Regional Transportation Plan</i>-planned projects and improvements and from known arterial street network improvements assumed to be made by the County, Cities, and private developers <p>The Maricopa Association of Governments approved new socioeconomic projections in June 2013. The new data are presented in the Final Environmental Impact Statement (see page 1-11). Although slower growth in total vehicle miles traveled was noted, the need for the freeway did not change. The revised traffic analysis validated that the proposed project is needed today.</p>
3	Purpose and Need, Truck Bypass	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>

Code	Comment Document
4	<p>1 and goes south and anything from the south that goes west is 2 typically commercial traffic. If you go ask people in this -- 3 in the community who live south, none of them on a routine 4 basis are going to use their residential vehicles to go west. 5 And -- and I talked to a variety of people who live in the 6 west. And I know of two people that live in the west, out of 7 the 25 people that I'm associated with, who would come here to 8 the south to work. And it's just because we happen to work, 9 you know, in the same -- in the same location.</p> <p>10 The majority of traffic through is going to be 11 commercial. So the -- the forecasting information does not 12 align with the actual numbers which are going to occur. And 13 that sort of information has -- was not presented. I don't 14 think it was actually provided in the -- the initial voting. 15 And it's not being provided accurately as of two weeks ago, 16 when they said, "Well, it's going to be this breakdown of 17 residential and this breakdown of commercial," when we all 18 know, because we're all intelligent people here, that the 19 majority of traffic will be trucks that, thank goodness -- 20 because they have all said to me, "Thank goodness, I don't have 21 to drive through downtown Phoenix anymore when I'm going from 22 Southern California, working my way through Phoenix, to 23 continue east for my travels."</p> <p>24 So, again, the majority of traffic that will be 25 coming through is residential -- sorry, is commercial and not</p> <p style="text-align: right;">Page 35</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
4	Trucks	<p>The Maricopa Association of Governments regional travel demand model forecasts approximately 10 percent truck traffic on the proposed freeway in 2035 (see Final Environmental impact Statement pages 3-64 and 4-66). The forecast truck traffic is based on existing traffic studies and projected socioeconomic data. This percentage is similar to current traffic conditions on Interstate 10 between State Route 101L and Interstate 17 and on US 60. Commercial trucks would use the proposed freeway. As with all other freeways in the region, trucks would use it for the through transport of freight, for transport to and from distribution centers, and for transport to support local commerce. Nevertheless, the primary users of the proposed freeway would be automobiles. Vehicle classification counts (2007) from the Arizona Department of Transportation for Maricopa County show passenger vehicles and other nontruck vehicles make up over 90 percent of all traffic on the regional freeway system, and it is expected these percentages would not vary with the proposed freeway. Further, it is not expected that the entire 21 percent of through truck traffic (by tonnage) using Interstate 10 would divert from Interstate 10 to use the proposed freeway (see Final Environmental Impact Statement page 3-64). Trucking destinations in the Phoenix metropolitan area would still prompt trucks to enter congested areas. Choosing to travel on the proposed freeway versus Interstate 10 would not produce substantial travel time benefits. Therefore, it is expected that "true" through truck traffic (not having to stop in the metropolitan area) would continue to use the faster, designated, and posted bypass system of Interstate 8 and State Route 85.</p>

Code	Comment Document
5	<p>1 residential.</p> <p>2 Lastly, the thing I just noticed is if that video</p> <p>3 is accurate -- So the video that was shown here, and it was</p> <p>4 stated, in the beginning of the video, that they are going to</p> <p>5 show what the traffic looks like in 2035. If that is the fact,</p> <p>6 the video shows a very limited number of cars and no commercial</p> <p>7 vehicles, which is misleading. And there's very few vehicles,</p> <p>8 in general. So, if that few number of vehicles actually is</p> <p>9 using the freeway, why do we need it?</p> <p>10 So those are just the different -- the one</p> <p>11 observation and the other parts that I've been, you know,</p> <p>12 coming through, as well.</p> <p>13 And those are, again, just kind of what I've come</p> <p>14 up with so far. So that's my community comments.</p> <p>15 Again, the misinformation is staggering about it.</p> <p>16 So I don't think that people can make an informed decision --</p> <p>17 or, sorry.</p> <p>18 I don't think ADOT should be allowed to push the</p> <p>19 agenda through, knowing that the misinformation that is being</p> <p>20 provided to the community is based on an assessment of what</p> <p>21 they think as opposed to what the reality of the traffic flow</p> <p>22 is going to be, because, again, it just -- Just talking to</p> <p>23 different people who travel this on a regular basis.</p> <p>24 So, again, instead of forecast the actual, you need</p> <p>25 to talk to people about what's actually -- When I would</p> <p style="text-align: right;">Page 36</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
5	Traffic	While it was the intent, the traffic depicted in the video did not replicate peak traffic conditions. The traffic data and analysis used to support the purpose and need for the project are presented in Chapter 1 of the Final Environmental Impact Statement. The data and analysis supporting the evaluation of alternatives are presented in Chapter 3 of the Final Environmental Impact Statement.

Code	Comment Document
6	<p>1 actually use this freeway, you see residents kind of say, 2 "Well, I guess I might, every once in awhile." 3 And you see a huge smile come across people who do 4 commercial vehicles because, again, their whole point is: 5 Good, I don't have to go through downtown Phoenix anymore. 6 That's perfect. I love it. 7 So, again, it kind of makes me wonder, you know, 8 who -- Who and why is pushing this through? You know, is it 9 really the residents who want it? I don't know anyone who, 10 number one, cares enough to have a strong opinion about it, 11 unless you're directly affected, like the residents here, or if 12 your livelihood depends on getting through the traffic. 13 So if I have anything more, I'll let you know. 14 Thank you. 15 Can I finish one more thought? I apologize for 16 interrupting. 17 So, just as a final -- The reason I'm here is 18 because I had a -- I had a strong opinion about it anyway. 19 But, when I started explaining just the facts about this to my 20 daughter, I had to spend 30 minutes calming her down, to -- 21 because she was having such a meltdown about the fact that the 22 school that she attends, the church that she goes to and 23 actually has gotten closer to her understanding of religion and 24 spirituality -- And she asked: Is KeeKee going to -- Is 25 KeeKee's house going to be removed?</p>
	Page 37
	Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response
6	Purpose and Need, Lack of Support	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
7	Neighborhoods/Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.) No schools would be displaced.

Code	Comment Document
	<p data-bbox="438 330 500 354">5028</p> <div data-bbox="450 385 1339 1649" style="border: 1px solid black; padding: 10px;"><p data-bbox="475 425 1324 449">1 And the answer was: Yes, after we looked at this.</p><p data-bbox="475 469 1324 493">2 And she -- I had to spend 30 minutes holding on to</p><p data-bbox="475 514 1324 538">3 her while she was having a meltdown. And that sort of thing</p><p data-bbox="475 558 786 582">4 really strikes home.</p><p data-bbox="475 602 982 626">5 I appreciate your time.</p><p data-bbox="475 647 500 671">6</p><p data-bbox="475 691 500 715">7</p><p data-bbox="475 735 500 760">8</p><p data-bbox="475 780 500 804">9</p><p data-bbox="459 824 500 848">10</p><p data-bbox="459 868 500 893">11</p><p data-bbox="459 913 500 937">12</p><p data-bbox="459 957 500 981">13</p><p data-bbox="459 1001 500 1026">14</p><p data-bbox="459 1046 500 1070">15</p><p data-bbox="459 1090 500 1114">16</p><p data-bbox="459 1135 500 1159">17</p><p data-bbox="459 1179 500 1203">18</p><p data-bbox="459 1223 500 1247">19</p><p data-bbox="459 1268 500 1292">20</p><p data-bbox="459 1312 500 1336">21</p><p data-bbox="459 1356 500 1380">22</p><p data-bbox="459 1401 500 1425">23</p><p data-bbox="459 1445 500 1469">24</p><p data-bbox="459 1489 500 1514">25</p></div> <p data-bbox="1221 1659 1324 1683" style="text-align: right;">Page 38</p> <p data-bbox="547 1699 1246 1751" style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

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

INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 1:19 PM
CALLER: ANGELINA ESPARZA	CALLER ADDRESS: 126334 35 TH STREET, PHOENIX, ARIZONA 850323
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

I do support the Loop 202 South Mountain freeway. Thank you.

1

Code	Issue	Response
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1		Comment noted.
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Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: South Mountain Freeway Question Date: Tuesday, May 14, 2013 9:47:17 AM </p> <hr/> <p> From: billesson [mailto:billesson@cox.net] Sent: Wednesday, May 08, 2013 7:57 AM To: Projects Cc: council.district.6@phoenix.gov Subject: Re: South Mountain Freeway Question </p> <p>Folks,</p> <p>Good morning.</p> <p>I haven't seen a response to this. Soon please ??</p> <p>Thanks,</p> <p>Bill Esson</p> <p>----- Original Message ----- From: billesson To: projects@azdot.gov Sent: Friday, May 03, 2013 8:55 AM Subject: South Mountain Freeway Question</p> <p>Folks,</p> <p>Good morning.</p> <p>I have started looking through the DEIS document.</p> <p>I see the current traffic volumes and the projected traffic if nothing is done in figure 1-8 Chapter 1 b.</p> <p>Where would I find the projected reductions in traffic if the freeway is built ??</p> <p>Thanks,</p> <p>Bill Esson</p> <p>Ahwatukee</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

Code	Issue	Response
1	Traffic	<p>An assessment of conditions with and without the freeway in 2035 is presented beginning on Final Environmental Impact Statement page 3-27. The results of the assessment, supporting the need for the proposed freeway, are summarized in Final Environmental Impact Statement Table 3-9 on page 3-38.</p>

Code	Comment Document
1	<p>From: Michelle Thompson To: ADOT Subject: FW: South Mountain Freeway Question Date: Friday, May 03, 2013 9:40:41 AM</p> <hr/> <p>Michelle Thompson Senior Community Relations Officer 1655 W. Jackson St. MD: 126F Phoenix, AZ 85007 602.316.4057 azdot.gov</p> <hr/> <p>From: billesson [mailto:billesson@cox.net] Sent: Friday, May 03, 2013 8:56 AM To: Projects Subject: South Mountain Freeway Question</p> <p>Folks,</p> <p>Good morning.</p> <p>I have started looking through the DEIS document.</p> <p>I see the current traffic volumes and the projected traffic if nothing is done in figure 1-8 Chapter 1 b.</p> <p>Where would I find the projected reductions in traffic if the freeway is built ??</p> <p>Thanks,</p> <p>Bill Esson</p> <p>Ahwatukee</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

Code	Issue	Response
1	Traffic	An assessment of conditions with and without the freeway in 2035 is presented beginning on Final Environmental Impact Statement page 3-27. The results of the assessment, supporting the need for the proposed freeway, are summarized in Final Environmental Impact Statement Table 3-9 on page 3-38.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td>INCOMING CALL DATE: 6/12/13</td> <td>INCOMING CALL TIME: 6:05 PM</td> </tr> <tr> <td>CALLER: ESTELE ESTRADA</td> <td>CALLER ADDRESS: 111TH AVENUE AND INDIANA, YOUNGTOWN, AZ</td> </tr> <tr> <td>PHONE:</td> <td>EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support the freeway. Bye.</p>	INCOMING CALL DATE: 6/12/13	INCOMING CALL TIME: 6:05 PM	CALLER: ESTELE ESTRADA	CALLER ADDRESS: 111 TH AVENUE AND INDIANA, YOUNGTOWN, AZ	PHONE:	EMAIL:
INCOMING CALL DATE: 6/12/13	INCOMING CALL TIME: 6:05 PM						
CALLER: ESTELE ESTRADA	CALLER ADDRESS: 111 TH AVENUE AND INDIANA, YOUNGTOWN, AZ						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p style="text-align: center;">SOUTH MOUNTAIN PUBLIC HEARING (Public comments to reporter) May 21, 2013 10:00 a.m. REPORTED BY: April Lassiter, CSR #1521</p> <p>14 FRANK EVEN: We need the highway badly. The only 15 question we have is, can it be sooner rather than later. 16 I mean, seriously. No, I mean, just in time to work, my 17 commute on Baseline is miserable. Too much stop and go. 18 It takes anywhere from 20 to 30 minutes to travel 14 19 miles, whereas with the new highway, I'll be able to do 20 that in 10 to 15 minutes and probably use less gas in 21 the process. The end. Please start it in 2013 instead 22 of 2014 or I'll have to move out of the area. Now, the 23 end.</p>

1


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

Code	Comment Document
	<p>From: Five Year Program To: ADOT Subject: FW: COMMENTS RE SOUTH MOUNTAIN and Roadway Extension Date: Tuesday, May 14, 2013 10:04:25 AM</p> <hr/> <p>From: Dr. Gayle [mailto:simply4health@yahoo.com] Sent: Monday, May 13, 2013 9:31 PM To: Five Year Program Subject: COMMENTS RE SOUTH MOUNTAIN and Roadway Extension</p> <p>I am writing to oppose any construction of the South Mountain Extension as part of AZDOT's Five Year Plan.</p> <p>1 As a health care provider I can think of no better way to harm the health of those living in and nearby the proposed roadway. Those who would work or travel in that are would also be at risk.</p> <p>I recall in 2002 when I was involved in a similar issue in another state the US government health agencies released a document at that time supporting the health hazards of diesel fuel used by trucks. We have come no further down this road in improving the effects of this fuel on lung and heart health. The newest reports from 2013 continue to support the health risks of diesel fuel.</p> <p>While I am a new resident of Arizona I chose to become involved in this issue prior to relocating. Now as a resident my view against this road is strengthened. I see and feel heat. I see and feel dust. I see and feel pollution.</p> <p>2 Arizona is facing major environmental issues in addition to health problems. A temperature issue is the concern over the rising temperatures and this is reported to be directly associated with an increase in freeways and increased vehicular traffic.</p> <p>Daily the accident reports are jolting.</p> <p>Concrete is a heat sink. Baking in the valley sunshine leads only to higher overnight temperatures and limited cooling. These increasing temperatures are discussed on local news programs and in other media venues. Is anyone at AZDOT listening or is this just the typical bureaucratic way, "we made up our mind and we are going to do what we want and we don't care what the people think or even about the outcome in 1,3,5, or 10 years.</p> <p>What if you took it upon your self to consider this from the point of view associated with the precautionary principle?</p>

Code	Issue	Response
1	Health Effects	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Heat Island	As buildings, parking lots, roads, and other infrastructure replace open land and vegetation, an urban heat island may result. The heat island effect is of a regional nature and, therefore, there is no requirement to analyze potential impacts and no possibility of determining the localized contribution at the project level to the regional heat island effect. It is likely, however, that a proposed project such as the South Mountain Freeway would be a minor contributor to the overall issue.

Code	Comment Document
3	<p>There is really a lot more I could say but I believe this is enough to support the NO BUILD option.</p>
4	<p>I will close, as a person of Native American heritage, and advise you to be considerate of protected and Sacred land.</p>
	<p>Thank you for the opportunity to comment,</p> <p>Dr Gayle Eversole</p>
	<p style="text-align: center;">The greatest enemy of knowledge is not ignorance, it is the illusion of knowledge. Stephen Hawking</p> <p style="text-align: center;">HEALTH FORENSICS <i>the road to new health</i></p>
	<hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

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

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: 202 Expansion Through South Mountain Date: Thursday, July 11, 2013 8:28:44 AM Attachments: image001.png</p> <hr/> <p>Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov </p> <p>From: Jennifer Face [mailto:jface@asu.edu] Sent: Wednesday, July 10, 2013 7:14 PM To: Projects Subject: Re: 202 Expansion Through South Mountain</p> <p>> > To Whom it may concern, > > I am a Laveen resident who has many concerns for the 202 expansion through > South Mountain. My main concern is that DEIS has not identified possible > effects of The loss of agriculturally allocated land in the Laveen area. > The agricultural land surrounding the area of the 202 expansion has helped > offset the heat island effect caused by development in the Phoenix area. > Has DEIS identified the possible effects on Phoenix's weather? Will South > Phoenix and West Phoenix residents have to continue to be subject to dust > storms or haboobs without rainfall? Will low pressure systems continue to > pass over the greater Phoenix area causing further drought and high > temperatures? > > I appreciate any information that can be provided for me. > > Sincerely, > Jennifer Face > > -- > Jennifer Michelle Face > Mary Lou Fulton College of Education > (951) 809-5819 > -- Jennifer Michelle Face Mary Lou Fulton College of Education</p>

1

2

3


Code	Issue	Response
1	Agriculture	Congress enacted the Farmland Protection Policy Act to minimize the extent to which federal programs contribute to unnecessary and irreversible conversion of farmland to nonagricultural uses and to ensure that federal programs are administered in a manner that, to the extent practicable, is compatible with State and local governments and with private programs and policies to protect farmland. The environmental impact statement process has adhered to the stipulation set forth in this Act (see page 4-161 of the Final Environmental Impact Statement). Urbanization in the Maricopa Association of Governments region has been occurring for years and will continue to do so with or without the proposed freeway (compare Final Environmental Impact Statement Table 4-2, on page 4-3, with Table 4-4, on page 4-7; see also Final Environmental Impact Statement page 4-152). For instance, much of the land along the Preferred Alternative in the Western Section is already slated for commercial and industrial uses.
2	Heat Island	As buildings, parking lots, roads, and other infrastructure replace open land and vegetation, an urban heat island may result. The heat island effect is of a regional nature and, therefore, there is no requirement to analyze potential impacts and no possibility of determining the localized contribution at the project level to the regional heat island effect. It is likely, however, that a proposed project such as the South Mountain Freeway would be a minor contributor to the overall issue.
3	Air Quality	Climate change is an important national and global concern. While the earth has gone through many natural changes in climate in its history, there is general agreement that the earth's climate is currently changing at an accelerated rate and will continue to do. Human-caused greenhouse gas emissions contribute to this rapid change. Carbon dioxide makes up the largest component of these greenhouse gas emissions. Other prominent transportation-related Greenhouse gases include methane and nitrous oxide. Greenhouse gases trap heat in the earth's atmosphere. Because the atmospheric concentration of greenhouse gases continues to climb, our planet will likely continue to experience climate change-related phenomena (see Final Environmental Impact Statement pages 4-85 through 4-86). To date, no national standards have been established regarding greenhouse gases. Greenhouse gases are different than other air pollutants evaluated in federal environmental reviews because their impacts are not localized or regional due to their rapid dispersion into the global atmosphere. The affected environment for greenhouse gas emissions is the entire planet. In contrast to broad-scale actions such as those involving an entire industry sector or very large geographic areas, it is difficult to isolate and understand greenhouse gas emissions' impacts for a particular transportation project. Furthermore, presently there is no scientific methodology for attributing specific climatological changes to a particular transportation project's emissions. Under the National Environmental Policy Act, detailed environmental analysis should focus on issues that are significant and meaningful to decision making. The Federal Highway Administration has concluded, based on the nature of greenhouse gas emissions and the exceedingly small potential greenhouse gas impacts of the proposed freeway (as shown in Final Environmental Impact Statement Table 4-37 on page 4-85), that greenhouse gas emissions from the proposed freeway would not result in "reasonably foreseeable significant adverse impacts on the human environment" [40 Code of Federal Regulations § 1502.22(b)].

Code	Comment Document
	<p data-bbox="428 425 574 455">(951) 809-5819</p> <hr data-bbox="428 485 1292 489"/> <p data-bbox="428 516 1292 586">Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</p>

Code	Issue	Response

Code	Comment Document						
<p style="text-align: center;">1</p>	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 506 1345 667"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 05/13/13</td> <td data-bbox="857 506 1345 572">INCOMING CALL TIME: 4:58 PM</td> </tr> <tr> <td data-bbox="376 572 857 620">CALLER: SUSAN FATHAUER</td> <td data-bbox="857 572 1345 620">CALLER ADDRESS: 13051 S. 35TH STREET, PHOENIX, AZ 85044</td> </tr> <tr> <td data-bbox="376 620 857 667">PHONE:</td> <td data-bbox="857 620 1345 667">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: Yes, I support the South Mountain Freeway. I have been waiting for it to be built for a long time and I think it will help cut down on pollution and congestion, traffic congestion. Thank you.</p>	INCOMING CALL DATE: 05/13/13	INCOMING CALL TIME: 4:58 PM	CALLER: SUSAN FATHAUER	CALLER ADDRESS: 13051 S. 35 TH STREET, PHOENIX, AZ 85044	PHONE:	EMAIL:
INCOMING CALL DATE: 05/13/13	INCOMING CALL TIME: 4:58 PM						
CALLER: SUSAN FATHAUER	CALLER ADDRESS: 13051 S. 35 TH STREET, PHOENIX, AZ 85044						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p data-bbox="428 439 801 546"> From: Projects To: ADOT Subject: FW: Support for SMF Date: Monday, July 15, 2013 2:22:45 PM Attachments: image001.png </p> <hr/> <p data-bbox="428 641 686 874"> Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov  </p> <hr/> <p data-bbox="428 913 801 999"> From: Susi Fathauer [mailto:azsusi@cox.net] Sent: Monday, July 15, 2013 2:21 PM To: Projects Subject: Support for SMF </p> <p data-bbox="428 1030 1286 1080"> I support the proposed South Mountain Freeway on Pecos Road. I have been waiting years for it to be built and can't wait. </p> <p data-bbox="428 1114 1286 1195"> I think it will be so cool to drive back behind South Mountain and through a 'pass' that is proposed to be cut in near the farthest western edge. I have never been able to see the "view" there and am looking forward to it! </p> <p data-bbox="428 1231 717 1255"> Thank you for allowing the input. </p> <p data-bbox="428 1292 593 1397"> Susi Fathauer 13051 S. 35th St. Phoneix, AZ 85044 489.893.6689 </p> <hr/> <p data-bbox="428 1463 1286 1524"> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>Julie Favila Document Created: 5/21/2013 2:02:10 PM by Web Comment Form</p> <p>In support of the freeway. Let's connect Laveen to the rest of Phoenix. It will bring in businesses and revenue. It will reduce time people spend in vehicles. It will allow people to get to the casino quicker and allow them to avoid 51st ave, North of Baseline.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="366 499 857 572">INCOMING CALL DATE: 5/15/13</td> <td data-bbox="857 499 1342 572">INCOMING CALL TIME: 4:01 PM</td> </tr> <tr> <td data-bbox="366 572 857 641">CALLER: LIUBOV FEATHERSTON</td> <td data-bbox="857 572 1342 641">CALLER ADDRESS: 2221 W. ST. CATHERINE AVENUE, PHOENIX, AZ 85041</td> </tr> <tr> <td data-bbox="366 641 857 693">PHONE:</td> <td data-bbox="857 641 1342 693">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support the South Mountain Freeway. Bye.</p>	INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 4:01 PM	CALLER: LIUBOV FEATHERSTON	CALLER ADDRESS: 2221 W. ST. CATHERINE AVENUE, PHOENIX, AZ 85041	PHONE:	EMAIL:
INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 4:01 PM						
CALLER: LIUBOV FEATHERSTON	CALLER ADDRESS: 2221 W. ST. CATHERINE AVENUE, PHOENIX, AZ 85041						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>Ashleigh Feiring Document Created: 5/21/2013 2:04:36 PM by Web Comment Form</p> <p>The South Mountain Freeway would be an big driver to improve and support Phoenix's economy. It would create jobs for 30,000 people and the money would feed directly back into the Phoenix area. It would also ease the flow of traffic and traffic accidents along the I-10 Broadway Stack.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
<p style="text-align: center;">1</p>	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 506 1345 667"> <tr> <td data-bbox="376 506 860 572">INCOMING CALL DATE: 5/18/13</td> <td data-bbox="860 506 1345 572">INCOMING CALL TIME: 3:02 PM</td> </tr> <tr> <td data-bbox="376 572 860 620">CALLER: MARCIA FELINE</td> <td data-bbox="860 572 1345 620">CALLER ADDRESS: 3914 W. GLENVIEW ROAD, PHOENIX, AZ</td> </tr> <tr> <td data-bbox="376 620 860 667">PHONE:</td> <td data-bbox="860 620 1345 667">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: Yes, hi, I am in support of establishing and building the South Mountain Highway. I be supported and fully supported a road that will definitely help create quite a few jobs and it will help the Phoenix economy in this area or Arizona economy. Thank you.</p>	INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 3:02 PM	CALLER: MARCIA FELINE	CALLER ADDRESS: 3914 W. GLENVIEW ROAD, PHOENIX, AZ	PHONE:	EMAIL:
INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 3:02 PM						
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INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 6:32 PM						
CALLER: LOUIS FELIX	CALLER ADDRESS:						
PHONE: 602-268-6941	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: Loop 202 South Mountain Freeway Study Date: Monday, May 20, 2013 3:58:28 PM </p> <hr/> <p> From: Chris Fenner [mailto:csmf@csfenner@gmail.com] Sent: Monday, May 20, 2013 3:13 PM To: Projects Subject: Loop 202 South Mountain Freeway Study </p> <p>My vote is YES to the 202/South Mountain Freeway and specifically YES to the W59 Alternative option.</p> <p>Thanks and best regards, Chris Fenner</p> <hr/> <p> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="366 499 857 568">INCOMING CALL DATE: 6/15/13</td> <td data-bbox="857 499 1342 568">INCOMING CALL TIME: 12:21 PM</td> </tr> <tr> <td data-bbox="366 568 857 616">CALLER: DENNY FERRIS</td> <td data-bbox="857 568 1342 616">CALLER ADDRESS: 8932 W. DEER VALLEY ROAD</td> </tr> <tr> <td data-bbox="366 616 857 665">PHONE:</td> <td data-bbox="857 616 1342 665">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: Hi, I think that the completion of the freeway on the south end down there is a good idea. Thank you. Bye.</p>	INCOMING CALL DATE: 6/15/13	INCOMING CALL TIME: 12:21 PM	CALLER: DENNY FERRIS	CALLER ADDRESS: 8932 W. DEER VALLEY ROAD	PHONE:	EMAIL:
INCOMING CALL DATE: 6/15/13	INCOMING CALL TIME: 12:21 PM						
CALLER: DENNY FERRIS	CALLER ADDRESS: 8932 W. DEER VALLEY ROAD						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

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INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 5:21 PM						
CALLER: MR. AND MRS. JAMES FETTERMAN	CALLER ADDRESS: CHANDLER, AZ						
PHONE: 480-895-5135	EMAIL:						

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

Code	Comment Document
	<p>From: Carolyn Fiedler To: Projects Subject: Loop 202 Proposed Freeway Date: Tuesday, July 23, 2013 5:40:17 PM</p> <hr/> <p>To Whom it may concern, Please do not build this freeway, as it is in fact, a truck bypass, not only for trucks on I-10 east and west, but ALSO for your proposed Canamex freeway from Mexico. If you must have a bypass AND the Canamex, go over to SR 85, which includes the areas of the far west valley for which you are "predicting" massive future growth. Why would anyone want to take a community of mostly upper scale homes and destroy it with a freeway? We love our culdesac, and the privacy and security it has provided for over 20 years from Mountain Park Ranch to Club West. A giant sound wall blocking views of the desert to the south is not what I want to see out my back door. I also don't want to breath diesel and gasoline fumes and never open a window again. I may plan to die in my home, but I don't think my life's end needs to be sooner than the average person. Noise and air pollution, along with hazardous materials passing by hundreds of homes and at least five schools in close proximity to the freeway ought to have been enough to stop this project long ago. The possibility of a hazardous disaster with big rig accidents, huge power lines and an underground gasoline pipeline is terrifying to those of us that live along this route. I strongly support a "do not build it here". Build it on SR 85 from Gila Bend. Carolyn Fiedler</p>

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Code	Issue	Response
1	Purpose and Need, Truck Bypass	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Trucks	
3	Alternatives	The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other "loop" freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. The State Route 85/Interstate 8 Alternative was evaluated for the proposed project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.
4	Neighborhoods/Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
5	Neighborhoods/Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
6	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix. As mentioned in the sidebar on page 4-91, the Final Environmental Impact Statement is based on preliminary design and traffic information. As the design progresses to the Final Design phase, confirmation of public desire for noise mitigation would occur and if desired, noise barrier locations and heights would be refined and finalized. During Final Design, more detailed information on the location, actual height, and distance from the property line of each noise barrier will become available.
7	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
8	Health Effects	
9	Hazardous Materials	
10	Alternatives, E1 Alternative	

Code	Comment Document
	<p>From: danielfiedler@cox.net To: Projects Subject: Loop 202 comments Date: Wednesday, July 24, 2013 12:23:13 PM</p> <hr/> <p>To whom it may concern, I would like to echo my wife's comments sent yesterday, and included here below. It will be an irreversible and costly mistake to build this freeway. We know we are just the "little guys" standing against all kinds of people with "big power" to get what they want, and we are sick and tired of them. If the GRIC does not want to allow ADOT to use their land, but they want to use the current route and make their own development plans, then why do we want to destroy their sacred mountain and still give them great access to develop the land along this route? It makes no sense. There seems to be no concern on their part for our well being, and there is a double standard of what is considered respectful. Daniel Fiedler</p> <p>To Whom it may concern, Please do not build this freeway, as it is in fact, a truck bypass, not only for trucks on I-10 east and west, but ALSO for your proposed Canamex freeway from Mexico. If you must have a bypass AND the Canamex, go over to SR 85, which includes the areas of the far west valley for which you are "predicting" massive future growth. Why would anyone want to take a community of mostly upper scale homes and destroy it with a freeway? We love our culdesac, and the privacy and security (crime in the area will undoubtedly increase) it has provided for over 20 years from Mountain Park Ranch to Club West. A giant sound wall blocking views of the desert to the south is not what I want to see out my back door. I also don't want to breath diesel and gasoline fumes and never open a window again. I may plan to die in my home, but I don't think my life's end needs to be sooner than the average person. Noise and air pollution, along with hazardous materials passing by hundreds of homes and at least five schools in close proximity to the freeway ought to have been enough to stop this project long ago. The possibility of a hazardous disaster with big rig accidents, huge power lines and an underground gasoline pipeline is terrifying to those of us that live along this route. I strongly support a "do not build it here". Build it on SR 85 from Gila Bend. Carolyn Fiedler</p>

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Code	Issue	Response
1	Alternatives	Federal law prohibits the denial of access to any community. Thus, traffic interchanges would be located along the freeway where it borders the Gila River Indian Community (see Final Environmental Impact Statement page 3-51). Roadway connections on Gila River Indian Community land to the traffic interchanges would be the responsibility of the Gila River Indian Community, in coordination with appropriate jurisdictions.
2	Purpose and Need, Truck Bypass	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Trucks	
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8	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document

Code	Issue	Response
9	Health Effects	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
10	Hazardous Materials	
11	Alternatives, E1 Alternative	

Code	Comment Document
	<p>From: Sierra Club on behalf of Randy Filipic To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Saturday, June 08, 2013 8:35:51 AM</p> <hr/> <p>Jun 8, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>2 The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.</p> <p>3</p> <p>4 South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.</p> <p>5</p> <p>1 Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</p> <p>Sincerely,</p> <p>Mr. Randy Filipic 5650 S Kyrene Rd Apt 1247 Tempe, AZ 85283-1732 (480) 775-6914</p>

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

Code	Comment Document
<p>1</p> <p>2</p> <p>3</p> <p>1</p>	<p>From: Projects To: ADOT Subject: FW: Comments in opposition to South Mountain Freeway Date: Monday, July 22, 2013 8:39:43 AM</p> <hr/> <p>FYI</p> <p>-----Original Message----- From: Sierra Club [mailto:information@sierraclub.org] On Behalf Of Randy Filipic Sent: Saturday, July 20, 2013 10:05 AM To: Projects Subject: Comments in opposition to South Mountain Freeway</p> <p>Jul 20, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.</p> <p>Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</p> <p>Sincerely,</p> <p>Mr. Randy Filipic 5650 S Kyrene Rd Apt 1247 Tempe, AZ 85283-1732 (480) 775-6914</p> <hr/> <p>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</p>

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

Code	Comment Document
	<p data-bbox="459 358 531 385">4369</p> <div data-bbox="459 399 1339 1655" style="border: 1px solid black; padding: 5px;"> <p data-bbox="478 439 1324 516">1 much worse on the citizens who live in Ahwatukee. Thank 2 you very much for your time.</p> <p data-bbox="478 536 1121 564">3 THE FACILITATOR: Thank you, sir.</p> <p data-bbox="478 584 857 612">4 Jacob Findlay.</p> <p data-bbox="478 633 1324 661">5 MR. FINDLAY: Hello, my name is Jacob Findlay.</p> <p data-bbox="478 681 1324 943">6 Thank you for listening to my comments. I would just 7 encourage the committee, as it's obvious to know the 8 not-in-my-backyard arguments, they are typical of a 9 project like this, but they shouldn't carry weight, given 10 that they come with every project regardless of the time, 11 place, contacts, whatever.</p> <p data-bbox="478 963 1324 1467">12 This is an infill project from the City of 13 Phoenix, and I'm exited to see it finally come to 14 fruition. Driving out on the 303 in the middle of the 15 desert is a little baffling when I consider that the 202 16 is something which we need much more desperately, it 17 hasn't been constructed and it looks great, but there's 18 nothing around it. And the 303 out there, it's another 19 issue but encourages additional sprawl, that kind of 20 thing. The 202 as an infill project that encourages more 21 development closer to downtown, people living close to 22 downtown living, etc.</p> <p data-bbox="478 1487 1324 1614">23 I live in Laveen and live there because of the 24 proximity to downtown. This freeway will enable me to 25 get downtown more quickly, to the services, that kind of</p> </div> <p data-bbox="1236 1665 1339 1691" style="text-align: right;">Page 25</p> <p data-bbox="491 1705 1324 1766" style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
<p>1</p> <p>2</p> <p>3</p> <p>4</p> <p>5</p> <p>6</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>	<p>thing, but despite the proximity, we're still about a half an hour from the nearest hospital; this freeway will bring a hospital to Laveen. So in terms of health impact, the children and families, the environmental impact statement addresses the health impacts I think pretty thoroughly and mitigates the concerns that are raised here. An overarching health impact is not -- and so it's contemplated that we will have a hospital and emergency room where we don't currently have one. It will save lives and make a big impact on the community.</p> <p>I also encourage the Gila River Indian Community to work with the project to avoid having to blast through the South Mountain. If somebody uses South Mountain frequently for recreation it's the last thing I want to see, but given the current realities and the unwillingness of the Gila River Indian Community to work with this project, it's unavoidable.</p> <p>And finally, I would encourage the project to consider including bucolic elements on the freeway, consider the context of where it's being built near the mountain, include passages for wildlife, that kind of thing for the javelina, the coyotes that live where this freeway is passing, especially close to South Mountain.</p> <p>Thank you for your time.</p> <p>THE FACILITATOR: Thank you.</p> <p style="text-align: right;">Page 26</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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


Code	Comment Document
	<p data-bbox="447 358 509 383">4232</p> <p data-bbox="478 439 1324 802"> 1 supposed to regulate that, and they're not doing 2 anything to stop the council from what they're doing. 3 So I just -- I just wanted to make that comment that 4 I would like to see it go on the reservation. And it 5 would save a lot of the people in Ahwatukee to go 6 through what they have to go through. And it would 7 also save that mountain that they wouldn't have to go 8 through if they built it on the reservation. </p> <p data-bbox="478 822 1299 991"> 9 So that's the comment that I have, and 10 something that I have in my heart, and hope that in 11 one way or the other, that it will go to the 12 reservation. Thank you. </p> <p data-bbox="478 1012 1131 1036"> 13 THE FACILITATOR: Thank you. </p> <p data-bbox="478 1056 1324 1080"> 14 Sharon Finell. Finell. Which one is it? </p> <p data-bbox="478 1100 1025 1124"> 15 MS. FINELL: Perfect. </p> <p data-bbox="478 1145 1174 1169"> 16 THE FACILITATOR: Okay, thanks. </p> <p data-bbox="478 1189 1324 1608"> 17 MS. FINELL: Hi, good morning. My name 18 is Sharon Finell. I am a resident of Laveen. And I 19 live just about a mile from where this proposed 20 freeway would be. I am in support of the freeway. I 21 am very excited. I don't have a problem with us 22 having to cut through South Mountain. I love South 23 Mountain as a form of recreation, and I think the 24 pass through South Mountain will provide more 25 recreation opportunities for people, as it will be </p> <p data-bbox="1236 1665 1342 1689">Page 44</p> <p data-bbox="491 1705 1305 1761"> Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com </p>

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>1 more accessible, and anticipate other trailheads and 2 other things that could encourage our community to 3 appreciate that more.</p> <p>4 I also would love the opportunities that 5 the freeway would bring to our community. Right now 6 I have three children that aren't at working age, but 7 at someday my kids are very excited to get a job, but 8 jobs are very minimum right now, because we have a 9 lack of businesses there. I do believe the freeway 10 would bring in a lot of businesses and provide work 11 opportunities for a lot of the youth in our 12 community, who right now don't have that opportunity. 13 They would have to travel. And I think it would 14 allow us to spend our money in our own community and 15 build our own community rather than right now we 16 travel to a distance to find places that would fit 17 the needs of our family.</p> <p>18 So I am in support, and thank you very 19 much.</p> <p>20 THE FACILITATOR: Thank you. Luther 21 Allen. Luther Allen. Luther Allen.</p> <p>22 While we're waiting, just a reminder, if 23 anyone wishes to speak at the hearing, please make 24 sure you register at the registration desk.</p> <p>25 At this point, we've exhausted the people</p> <p style="text-align: right;">Page 45</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: I approve of the 202 Date: Tuesday, July 02, 2013 10:44:41 AM Attachments: image001.png </p> <hr/> <p> Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov  </p> <hr/> <p> From: Mike Fink [mailto:Mike.Fink@isagenixcorp.com] Sent: Tuesday, July 02, 2013 10:39 AM To: Projects Subject: I approve of the 202 </p> <p> I just wanted to say that me and may others approve of the 202 coming into Laveen. I have been a resident for 4 years and have seen the rise in traffic congestion. I believe that this will more than help alleviate these concerns and bring some business to the area to help continue to drive forward movement of Laveen. </p> <p>-Michael Fink</p> <hr/> <p> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p>1</p> <p>2</p> <p>3</p> <p>4</p> <p>5</p> <p>6</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>	<p>4281</p> <p style="text-align: center;">* * *</p> <p>MS. FINNER: My name is Jill Finner, F-i-n-n-e-r.</p> <p>I would like to voice my support of building the 202 freeway, specifically the West 59th alternative. I'm a mother of small children. I've been a leader of a moms' group of over 70 moms which represent over 70 families, and we are constantly driving almost 30 minutes to other cities to find entertainment and dining options for family get-togethers and outings and play dates.</p> <p>I would also like to request an attractive sound barrier and bike/running/pedestrian paths along the length of the freeway, such as the San Antonio, Texas, freeway system.</p> <p>I'm in opposition to building a new casino and hotel that our current infrastructure cannot support.</p> <p>We would like to bring the Ahwatukee and Laveen communities together, and the longer we wait to build, the more the cost of construction will increase. I would like to build it.</p> <p>Thank you.</p> <p style="text-align: center;">* * *</p> <p>MR. ISLAUB: My name is Lynwood Islaub,</p> <p style="text-align: right;">Page 3</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
1	Visual Resources	The Arizona Department of Transportation Roadside Development Section is responsible for assigning a wide range of standard treatment applications and wall materials, including color, to noise barriers and other structures. Typically the community where the wall will be constructed would work closely with its City Architect or planning department to decide on a theme for the wall. Usually, this can be accomplished by using the Arizona Department of Transportation standard applications. The process municipalities might take to achieve the desired aesthetic treatment of for noise barriers or other structures is explained on pages 4-158 and 4-162 of the Final Environmental Impact Statement.
2	Design	The study has considered concepts for parallel multiuse paths; however, the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.

Code	Comment Document
<p>1</p>	<p>From: Projects To: ADOT Subject: FW: South Mountain 202 - Support statement Date: Wednesday, May 29, 2013 12:44:17 PM</p> <hr/> <p>From: Marla Finnigan [mailto:marla.finnigan@gmail.com] Sent: Wednesday, May 29, 2013 12:35 PM To: Projects Subject: South Mountain 202 - Support statement</p> <p>We have had frequent mulch fire breaks out along the proposed routes around Dobbins and 59th Ave. This causes Health Advisories to be issued and the property and well being of the citizens to be jeopardized. I support the South Mountain 202 project. It will personally provide me greater access to other areas of the Valley and will ensure that many of the acres not currently being maintained will be utilized for helpful and purposeful reasons.</p> <p>Sincerely,</p> <p>Marla Finnigan</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p>1</p> <p>2</p> <p>3</p> <p>4 5</p>	<p>Lorie Fisher Document Created: 5/10/2013 7:52:09 PM by Web Comment Form</p> <p>A route south of Pecos Road must be found. It is far too late to use Pecos Rd. the City of Phoenix should have denied those building permits in the path of the future freeway. They should be held accountable for that. Also, as the song goes, "they paved paradise" applies to this freeway blasting off a corner of the beautiful South Mountain Park! That is a crime against nature, and cannot be allowed. It is far too late for the Pecos Road option to be considered. Who in their right mind would think it is ok to bulldoze homes, churches, school, and the corner of South Mountain?!! You must find another path, or go with the "no build" option.</p>

Code	Issue	Response
1	Alternatives, E1 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Acquisitions and Relocations	It is not within a City's or State's right to deny building permits to developers who meet all requirements and want to develop their land. In 1996, the Maricopa Association of Governments Regional Council approved the Red Letter Process to provide early notification of potential development (including plans, zoning, and permits) in planned freeway alignments. In addition, the Arizona Department of Transportation works closely with Cities and Counties during the environmental impact statement process to encourage developers to reserve land for future transportation improvements. In some cases, when the developer is willing, the Arizona Department of Transportation has been able to purchase a portion of the land through advanced acquisition (see Final Environmental Impact Statement pages 3-53, 4-13, and 4-48).
3	Neighborhoods/Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
4	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Alternatives, No-Action (No-Build) Alternative	

Code	Comment Document
<div style="display: flex; flex-direction: column; align-items: center;"> <div style="margin-bottom: 10px;"> 1 </div> <div style="margin-bottom: 10px;"> 2 </div> <div style="margin-bottom: 10px;"> 3 4 </div> <div> 5 </div> </div>	<p> From: Projects To: ADOT Subject: FW: South Mountain Freeway opinion Date: Tuesday, April 30, 2013 8:52:47 AM </p> <hr/> <p>-----Original Message----- From: Lorie Fisher [mailto:morejava@cox.net] Sent: Friday, April 26, 2013 4:44 PM To: Projects Subject: South Mountain Freeway opinion </p> <p> It is too late to align the South Mountain Freeway along Pecos Road without much destruction and devastation. It seems that the communication between ADOT and the department within the City of Phoenix that issues building permits should have done a better job denying building the homes, churches and schools in the path of the freeway. Live and learn. Also, it is unacceptable to cut through any portion of South Mountain. We are literally "paving paradise!", just like the song says. Stop the Pecos Road plan, and work diligently with the Gila River reservation for a route to the south of Pecos. Sincerely, Lorie Fisher morejava@cox.net </p> <hr/> <p> Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments. </p>

Code	Issue	Response
1	Alternatives, E1 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
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3	Neighborhoods/Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
4	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Alternatives, Gila River Indian Community Alignment	

Code	Comment Document						
	<p data-bbox="366 431 913 485">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="366 501 1339 667"> <tr> <td data-bbox="366 501 857 572">INCOMING CALL DATE: 6/13/13</td> <td data-bbox="857 501 1339 572">INCOMING CALL TIME: 6:58 PM</td> </tr> <tr> <td data-bbox="366 572 857 618">CALLER DOUGLAS FISHER</td> <td data-bbox="857 572 1339 618">CALLER ADDRESS: 18872 N. 93RD AVE., PEORIA, ARIZONA 85372</td> </tr> <tr> <td data-bbox="366 618 857 667">PHONE: 623-546-3938</td> <td data-bbox="857 618 1339 667">EMAIL:</td> </tr> </table> <p data-bbox="366 671 717 699">CALLER REMARKS/QUESTIONS:</p> <p data-bbox="366 701 1330 782">I would like to leave a message in support of the South bound freeway. I drive in and around the city often and in my business this would be very helpful. Bypassing a bottle-neck in the middle of the city. If you have any questions, contact me. Thank you. Bye bye.</p>	INCOMING CALL DATE: 6/13/13	INCOMING CALL TIME: 6:58 PM	CALLER DOUGLAS FISHER	CALLER ADDRESS: 18872 N. 93 RD AVE., PEORIA, ARIZONA 85372	PHONE: 623-546-3938	EMAIL:
INCOMING CALL DATE: 6/13/13	INCOMING CALL TIME: 6:58 PM						
CALLER DOUGLAS FISHER	CALLER ADDRESS: 18872 N. 93 RD AVE., PEORIA, ARIZONA 85372						
PHONE: 623-546-3938	EMAIL:						

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Code	Issue	Response
1		Comment noted.

Code	Comment Document						
<p style="text-align: center;">1</p>	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 506 1345 667"> <tr> <td data-bbox="376 506 860 572">INCOMING CALL DATE: 5/15/13</td> <td data-bbox="860 506 1345 572">INCOMING CALL TIME: 7:00 PM</td> </tr> <tr> <td data-bbox="376 572 860 620">CALLER: MARIANE FISHER</td> <td data-bbox="860 572 1345 620">ADDRESS: 930 SOUTH DOBSON ROAD, MESA, AZ 85202</td> </tr> <tr> <td data-bbox="376 620 860 667">PHONE:</td> <td data-bbox="860 620 1345 667">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I am calling to support the new freeway that's being built, the South Mountain Freeway. I would like to have this built because I believe this it would save on traffic congestion. Thank you.</p>	INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 7:00 PM	CALLER: MARIANE FISHER	ADDRESS: 930 SOUTH DOBSON ROAD, MESA, AZ 85202	PHONE:	EMAIL:
INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 7:00 PM						
CALLER: MARIANE FISHER	ADDRESS: 930 SOUTH DOBSON ROAD, MESA, AZ 85202						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>LOOP 202 <i>South Mountain</i> Freeway Study</p> <p style="text-align: right;">2013</p> <p>Draft Environmental Impact Statement COMMENT FORM</p> <p>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</p> <p>ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.</p> <p>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</p> <div style="border: 1px solid black; padding: 5px;"> <p>It is helpful to ADOT to receive comments on:</p> <ul style="list-style-type: none"> • A particular alternative, environmental impact assessment, and/or draft mitigation. • Any information you feel is incomplete or incorrect. • How the proposed action would affect you. </div> <p>Comments must be received or postmarked by July 24, 2013. <u>I am certainly against the proposed South Mountain Freeway. It would be an environmental nightmare. Already urban sprawl has taken over much wildlife habitat. This freeway would make it even worse while contributing more carbon towards Climate Change. People with Tuberculosis used to come to Arizona to breathe easier. Now the air quality is so bad, you can see it. My niece has asthma so bad, she sleeps hooked up to a machine. My co-worker keeps going to the doctor. He does not smoke, yet he cannot breathe. In addition to gross harm on the Environment, this highway would desecrate Native American lands. If ADOT truly wanted to help people commute, they would use funds for new roads to invest in mass transit. The lite rail is a pleasure to ride, and helps the local economy, I only wish it went closer to my home + work.</u></p> <p>Optional Name <u>James Fishgold</u> Email <u>j.mangoes@hotmail.com</u> Address <u>2446 E PIERSON ST.</u> City <u>PHOENIX</u> State <u>ARIZONA</u> Zip <u>85016</u> Phone <u>480-299-4680</u> Fax _____</p> <p>Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007</p> <p>ADOT TRACS No.: 2021 MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-152</p> <p>ADOT U.S. Department of Transportation Federal Highway Administration</p> <p>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</p>

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

Code	Comment Document
<p>1</p> <p>2</p> <p>3</p> <p>4</p> <p>5</p> <p>6</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>	<p>4309</p> <p>MS. FITZGERALD: Noel Fitzgerald. I live right across the street from South Mountain and across Baseline. And -- but it's not just for me that I'm concerned, because I'm nowhere near where that freeway would be. But I'm concerned that it will go right through the park, which would seem a great shame when there's land south that perhaps they can put the freeway on.</p> <p>I think about the animals and their crossing; I think about people hiking in the park. Even if you can't see the freeway, you're going to hear it, so it's going to really ruin South Mountain Park -- maybe "ruin" is too much of a word -- but it's going to cause a lot of changes that are really detrimental to people's peace and solitude in there, except for the mountain bikers. But cars roaring past on the freeway is not -- doesn't belong in the park when there's so much land around that they could put the freeway on.</p> <p>Thank you. That's why I'm here to see what -- I guess I had never gone to a public hearing where there was so much information presented. And this is really a great thing because there's both sides and people need to know what it is that they're either for or against, and this certainly spells it out. And whoever put this on is, I suppose, whoever is planning to build</p> <p style="text-align: right;">Page 2</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
1	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Alternatives, Gila River Indian Community Alignment	
3	Biology, Plants, and Wildlife	
4	Noise	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p> <p>Noise impacts on Phoenix South Mountain Park/Preserve were considered; however, the type of adjacent land uses and proximity of sensitive areas within the park did not qualify for mitigation based on the Arizona Department of Transportation Noise Abatement Policy (see page 4-88 in the Final Environmental Impact Statement for more information on the policy).</p> <p>Although recreation uses are considered in the noise analysis as noise-sensitive land uses, another consideration is the reasonableness of providing noise mitigation for a particular land use. For recreational land uses, typical considerations include the number of people using the facility and the amount of time the facility is in use throughout the day. Many of the recreational uses in the western portion of Phoenix South Mountain Park/Preserve receive infrequent use, and noise mitigation would not be reasonable given the high cost of construction.</p>

Code	Comment Document
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1 the freeway -- the city or whatever. But anyway, thank
 2 you.

3 * * *

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

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

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

23 * * *

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

Code	Issue	Response
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Code	Issue	Response

Code	Comment Document
	<p>From: Sierra Club on behalf of Robin Flack To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Monday, May 27, 2013 12:14:52 PM</p> <hr/> <p>May 27, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>Please select no-build alternatives to the proposed freeway going through South Mt. Park. Since I moved to Phoenix nearly 10 years ago, I have been proud knowing that I live in a city that has the largest park in the nation. The consequences of building a major highway through a large part of it are many and of serious consequences for both the people and wildlife.</p> <p>2 The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.</p> <p>3</p> <p>4 South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.</p> <p>5</p> <p>6 The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.</p> <p>7</p> <p>8 The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.</p> <p>1 Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</p>

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

Code	Comment Document
	<p>Sincerely,</p> <p>Ms. Robin Flack 21630 N 44th Pl Phoenix, AZ 85050-6936 (480) 636-8331</p>

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

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: South Mountain Freeway - Loop 202 extension Date: Monday, June 24, 2013 8:54:35 AM</p> <hr/> <p>Thank you, Felicia Beltran Senior Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-319-7709 azdot.gov </p> <p>From: Judy Flanagan [mailto:j.flanagan@jimmigration.com] Sent: Sunday, June 23, 2013 10:08 AM To: Projects Subject: South Mountain Freeway - Loop 202 extension</p> <p>Dear AZDOT, I am writing to express my strong opposition to the Loop 202 extension. What a bad idea. I love South Mountain Park, a desert oasis (and one of the largest city parks in the U.S.)! We're going to run a freeway through it? No, no, no.</p> <p>Not only will it harm us, as city dwellers, who need open space (without traffic!), this extension will destroy habitat for animals, birds, and vegetation.</p> <p>Let's encourage people to use public transit or to car pool! Or maybe live in the city center so they don't have to have such a long commute. What a waste of energy to be running a freeway through a desert park. Just say no.</p> <p>What evidence is there that this is going to reduce traffic and congestion? I don't buy it. In fact, I think the evidence is out there that new freeways encourage more vehicle use, and we end up with even more congestion. We already have a huge air pollution problem; let's not compound it by adding a new freeway that bisects a park!</p> <p>Just say no.</p> <p>Judy Flanagan</p> <p>-- Judy Flanagan, Esq. JUDY C. FLANAGAN, P.C. 1802 E. Thomas Rd. Ste. 18 Phoenix, Arizona 85016-8134 Phone: 602.667.6200 Fax: 602.667.6301</p>

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Code	Issue	Response
1	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Biology, Plants, and Wildlife	
3	Purpose and Need, Lack of Support	
4	Purpose and Need	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
5	Traffic	The responsiveness of the proposed freeway to purpose and need criteria is presented in the Final Environmental Impact Statement, beginning on page 3-27. Information related to total daily traffic on other regional freeways, including Interstate 10, with and without the proposed freeway is presented in Figure 3-12. Information related to traffic distribution on Study Area freeways and arterial streets, with and without the proposed freeway, is presented in Figure 3-13. Information showing hours of congestion on the region's freeways, with and without the proposed freeway, are shown in Final Environmental Impact Statement Figures 3-15 and 3-16.
6	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
	<p data-bbox="419 429 714 483"> j.flanagan@jfimmigration.com www.jfimmigration.com </p> <p data-bbox="419 506 1289 637"> Please note: This e-mail and any attachments to it are confidential, and may be protected by legal privilege. If you are not the intended recipient, be aware that any disclosure, copying, distribution, or unauthorized use of this e-mail or any attachment is prohibited. If you have received this e-mail in error, please notify the sender immediately, and delete this copy from your system. Thank you. </p> <hr data-bbox="419 671 1289 675"/> <p data-bbox="419 697 1289 766"> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>

Code	Issue	Response

Code	Comment Document
	<p data-bbox="459 348 531 374">4319</p> <div data-bbox="459 399 1339 1655" style="border: 1px solid black; padding: 5px;"> <p data-bbox="475 439 1324 893">1 no ways to get to a hospital if there's a emergency. So 2 having a freeway will bring a hospital closer to 3 individuals. Instead of driving at least 20 minutes 4 away, you'll have a hospital within five to ten minutes. 5 You'll just have people with disabilities that have no 6 way of getting to a hospital also, and this will bring a 7 hospital for that. So for low income people, people from 8 disability, and for minorities, it'll bring not only a 9 hospital but good paying jobs also. That's it. Just 10 build that damn freeway.</p> <p data-bbox="475 915 1028 941">11 * * *</p> <p data-bbox="475 963 1324 1514">12 PAULA FLECK: Paula Fleck. I just wanted 13 to add that I heard a woman get up and speak and mention 14 that she believed that adding the 202 would cause 15 emphysema. And I'm a respiratory therapist, and I can 16 tell you that emphysema is not caused by pollution from 17 the 202. Over 90 percent of it is caused by smoke like 18 cigarettes or any kind of thing you would smoke. About, 19 I'd say, five percent would be from secondhand smoke or 20 working in a job where you're around a lot of chemicals, 21 directly exposed and not protecting yourself with the 22 mask, and about one percent of it is caused by alpha 23 1-antitrypsin. Those are rough numbers.</p> <p data-bbox="475 1536 1221 1610">24 But I'll tell you this is from my 25 schooling, as well as what I've seen working in a</p> </div> <p data-bbox="1236 1665 1339 1691" style="text-align: right;">Page 12</p> <p data-bbox="491 1705 1299 1766" style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
<p>1</p>	<p>1 hospital 40 hours a week, and this is from my own 2 experience. And it is not caused by cars driving on the 3 202. In fact, having the 202 will reduce the stop-and-go 4 traffic that you have on the surface streets and reduce 5 pollution in that way, I believe. So that's all I had to 6 add.</p> <p>7 * * *</p> <p>8 UNIDENTIFIED SPEAKER: I'm very much for 9 the highway for Laveen, I feel that it would bring in 10 jobs, especially for the youth and the community; and I 11 think that that will assist with some of the crime and 12 the graffiti if we had the highway, which would bring 13 more businesses.</p> <p>14 The hospital, we have a lot of senior 15 citizens that live in the area, and unfortunately, the 16 nearest hospital is -- I think it's Maricopa Integrated, 17 and that is a long way when it's an emergency.</p> <p>18 So that is my comment, and my reasons for 19 supporting the I-10 highway -- Loop 202 South Mountain 20 Freeway.</p> <p>21 * * *</p> <p>22 MR. HERNANDEZ: David Hernandez. I live in 23 the preferred route, 59th Avenue south of I-10, and they 24 need to build the freeway. Yes, I agree with it. 25 However, the route that they are taking is shortsighted.</p> <p style="text-align: right;">Page 13</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
<p>1</p>		<p>Comment noted.</p>

Code	Comment Document
	<p>4403</p> <p>1 average household income than the City of Phoenix --</p> <p>2 THE FACILITATOR: Excuse me.</p> <p>3 MS. KEENAN: -- Paradise Valley, and the greater</p> <p>4 national average. Thank you.</p> <p>5 There aren't that many people here to speak; I</p> <p>6 don't know why you can't let people speak a couple more</p> <p>7 seconds.</p> <p>8 THE FACILITATOR: Paula Fleck.</p> <p>9 Before you begin, ma'am, keep in mind the</p> <p>10 three-minute time limit.</p> <p>11 Also, please be respectful of all the speakers.</p> <p>12 Your comments need to be kept to yourself so we can honor</p> <p>13 the comments and opinions of each speaker, regardless of</p> <p>14 your side of the issue.</p> <p>15 Yes, ma'am, go ahead.</p> <p>16 MS. FLECK: Okay. I think it is time to build</p> <p>17 the South Mountain freeway. Valley commuters have waited</p> <p>18 in traffic jams long enough. The freeway will cut</p> <p>19 congestion across the metro area, reduce the air</p> <p>20 pollution, and save drivers time and money; 64.3 percent</p> <p>21 of likely voters in Maricopa County support construction</p> <p>22 of the freeway, according to the results of a new poll</p> <p>23 commissioned by We Build Arizona. Just 19.6 percent said</p> <p>24 they were opposed or likely to oppose the project.</p> <p>25 In a separate survey also commissioned by We</p> <p style="text-align: right;">Page 69</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
1	<p>1 Build Arizona, 59 percent of likely voters living in 2 Ahwatukee and Laveen support the freeway as well. If we 3 don't built South Mountain freeway, traffic from the 4 region will get much worse over the next two decades, 5 according to ADOT's own study. According to the study, 6 traffic on I-10 between Ahwatukee and Goodyear will grow 7 28 percent. Another 103,000 cars will use the Broadway 8 curve each day, and then 38,000 cars will jam the tunnel 9 each day. Morning and evening commute times will 10 increase from 39 percent to 82 percent. Traffic 11 congestion on city streets will increase 46 percent. The 12 same report indicates the project also will reduce air 13 pollution by reducing the time people spend stuck in 14 traffic.</p> <p>15 The project will create 30,000 jobs during the 16 five- to six-year construction period and result in a 17 \$2 billion investment in the Phoenix area economy. The 18 money to build the freeway is in the budget. It was 19 approved by voters twice, first in 1985 and again in 20 2004. There is no more important project to the area 21 commuters and workers than the South Mountain freeway 22 project. We must build it now.</p> <p>23 Also, I would like to add that when we do this 24 project, we should include a multiuse path alongside the 25 freeway so citizens have the choice of how they want to</p>


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

Code	Comment Document
	<p>1 commute. Thank you.</p> <p>2 THE FACILITATOR: Thank you.</p> <p>3 The next speaker, could you use this microphone,</p> <p>4 please. Thank you, ma'am.</p> <p>5 Raven Barehand.</p> <p>6 As we're waiting for the next speaker, I'd like</p> <p>7 to remind you to refrain from clapping or making comments</p> <p>8 regarding any speaker's position on any of this out of</p> <p>9 respect for their position.</p> <p>10 Ms. Barehand, you can use this microphone here.</p> <p>11 You have three minutes, the timer is here in front of</p> <p>12 you. You may begin.</p> <p>13 MS. BAREHAND: Okay. Hi, my name is Raven</p> <p>14 Barehand, I live over there in Laveen and Komatke in the</p> <p>15 Hillcrest area. One thing I'd like to say is that that</p> <p>16 freeway would steal the blue from the Estrella Mountain</p> <p>17 range. It's a brilliant blue, it's a brilliant, cobalt</p> <p>18 blue or very bright blue. There's no other mountain</p> <p>19 around here that is that blue as that mountain, and on</p> <p>20 days when there is a lot of smog that comes in from</p> <p>21 Phoenix, that mountain turns gray. And so I know that it</p> <p>22 would cause more emphysema, a lot of people don't want it</p> <p>23 but the thing is it would cause a lot more sicknesses to</p> <p>24 come to that area.</p> <p>25 I know that the people who were pushing to have</p>
	<p>Page 71</p>
	<p>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
1	<p> From: Rusty Crerand To: ADOT Subject: Loop 202 S. Mt. #1320263232 Date: Monday, July 22, 2013 7:53:47 AM Attachments: image001.png </p> <hr/> <p>7/21/2013 5:28:35 PM Hello,</p> <p>I am writing to state my strong opposition to any kind of freeway running through the South Mountain preserve. PLEASE do not approve of such a project - it would be a travesty to destroy ANY of the South Mountain landscape for a new freeway.</p> <p>Regards, Devin Fleenor Lifetime AZ resident</p> <p>Rusty Crerand Constituent Services Officer 206 S. 17th Ave. MD 118A Room 101 Phoenix, AZ 85007 602.712.7856 dcrerand@azdot.gov</p>  <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>


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

Code	Comment Document
	<p data-bbox="459 358 522 383">4226</p> <div data-bbox="459 399 1336 1653" style="border: 1px solid black; padding: 5px;"> <p data-bbox="478 439 1324 802">1 country. And to make our air better, to make the 2 lives of the people living in their communities 3 better. And I am one that believes that the people 4 living in the state of Arizona and Maricopa County 5 are a priority. And that if our air is circulating 6 by our cars moving faster, it's not idling and 7 staying stagnant in one location. So that's what I'm 8 here to say today.</p> <p data-bbox="478 822 1243 895">9 And I, obviously, love the state of 10 Arizona, but more importantly, I love Laveen.</p> <p data-bbox="478 915 1324 1084">11 THE FACILITATOR: Thank you. Just a 12 note, remember there are two microphones, one on 13 either side. So if you would please feel free to use 14 either one.</p> <p data-bbox="478 1104 969 1132">15 Shelley Fletcher.</p> <p data-bbox="478 1153 1299 1419">16 MS. FLETCHER: Thanks. My name is 17 Shelley Rogers Fletcher, and I live at 5039 West 18 Olney Avenue in Laveen, which puts me right on 51st 19 Avenue, which is the affected 202 at this point for 20 all the truck bypass traffic, which travels through 21 Laveen.</p> <p data-bbox="478 1439 1292 1612">22 We have watched over the past 20 years, 23 as this freeway first started being discussed, the 24 increase in traffic on 51st Avenue. The truck 25 traffic is phenomenal, considering all the truck</p> </div> <p data-bbox="1230 1665 1342 1689" style="text-align: right;">Page 34</p> <p data-bbox="491 1705 1299 1761" style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>


Code	Issue	Response

Code	Comment Document
<p>1</p>	<p>1 terminals that are being built on the west side of 2 Phoenix. And most of them will come through Laveen 3 to avoid having to go through the congestion on the 4 freeways in Phoenix.</p> <p>5 I obviously am pro 202. I don't believe 6 we can stand still and pretend that the growth in 7 Laveen hasn't happened, and that the houses haven't 8 been built and that the houses all over the Valley 9 haven't been built. It's time to complete our bypass 10 system and our loop system has been approved a long 11 time. I've been going to these hearings for 20 12 years. I hope this is perhaps the last opportunity I 13 have to speak on this particular subject. It's time 14 we built the 202, those of us that live with the 15 traffic that's being created anyway would prefer to 16 have it in a more orderly fashion going through our 17 community. Thank you.</p> <p>18 THE FACILITATOR: Thank you. If anyone 19 else has not registered would like to speak at the 20 hearing, please make sure you register at the 21 registration desk and then come before us.</p> <p>22 I believe we have a preregistered 23 speaker, Jennifer Nelson; are you here? Jennifer 24 Nelson in the auditorium? She's coming? Thank you. 25 Jennifer Nelson, please.</p> <p style="text-align: right;">Page 35</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
<p>1</p>		<p>Comment noted.</p>

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: 202 expansion Date: Wednesday, June 26, 2013 8:10:53 AM Attachments: image001.png </p> <hr/> <p> Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov  </p> <hr/> <p> From: Lisa Flodin [mailto:pflodin1@cox.net] Sent: Tuesday, June 25, 2013 6:16 PM To: Projects Subject: 202 expansion </p> <p>To whom it may concern,</p> <p>The 202 expansion has been voted on twice and passed to be built so what is there to revote on. Many of us bought houses in regions with the belief that because it passed that it would be built and are finding that the local governments lack of follow through rather troubling. I am starting to think of moving from this state all together recently and this is part of the reason. That and your horrible schools. Please get something right soon!</p> <p>Thank you,</p> <p>Lisa M. Flodin</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>


Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: Build the South Mountain Freeway Date: Wednesday, May 22, 2013 10:53:21 AM </p> <hr/> <p> From: Terri Flood [mailto:terri@escapesunlimited.com] Sent: Tuesday, May 21, 2013 6:28 AM To: Projects Cc: info@buildthe202.com Subject: Build the South Mountain Freeway </p> <p>As a resident of Laveen, I urge you to pass and build the 202. It is something that is needed in our area, and with the growth that we are currently seeing, it will help with traffic, and infrastructure.</p> <p style="text-align: center;">I have gone social, please like my facebook page at http://www.facebook.com/EscapesUnlimitedIncAZ</p> <p> Warmest Regards, Terri Flood, Owner Escapes Unlimited www.escapesunlimitedAZ.com 602~466~2444 ~ Phoenix 800~594~7084 ext 1 ~ Toll free </p> <p style="text-align: center;">2012 Recipient of the Sandals Lifetime Achievement Award</p> <p style="text-align: center;">Recipient of Sandals Chairman's Royal Club Award 2011 & 2012</p> <div style="text-align: center;">  <p>CHAIRMAN'S ROYAL CLUB Sandals</p> </div> <p style="text-align: center;">Sandals & Beaches Best of the Best Award 2005 thru 2012</p> <p style="text-align: center;">ARIZONA'S #1 HONEYMOON & DESTINATION</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 6/13/13</td> <td data-bbox="857 506 1339 572">INCOMING CALL TIME: 7:15 PM</td> </tr> <tr> <td data-bbox="376 572 857 620">CALLER BEATRICE FLORES</td> <td data-bbox="857 572 1339 620">CALLER ADDRESS:</td> </tr> <tr> <td data-bbox="376 620 857 669">PHONE: 623-388-4491</td> <td data-bbox="857 620 1339 669">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I am a Peoria resident and I'm in favor of the South Mountain freeway bypass. Please contact me if you need to verify. Thank you.</p>	INCOMING CALL DATE: 6/13/13	INCOMING CALL TIME: 7:15 PM	CALLER BEATRICE FLORES	CALLER ADDRESS:	PHONE: 623-388-4491	EMAIL:
INCOMING CALL DATE: 6/13/13	INCOMING CALL TIME: 7:15 PM						
CALLER BEATRICE FLORES	CALLER ADDRESS:						
PHONE: 623-388-4491	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: No freeway near Pecos Date: Monday, July 08, 2013 8:49:32 AM Attachments: image001.png</p> <hr/> <p>Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov </p> <hr/> <p>From: Aimee Flores [mailto:eemiatregge@hotmail.com] Sent: Saturday, July 06, 2013 11:15 PM To: Projects Subject: No freeway near Pecos</p> <hr/> <p>My family and I do NOT want the freeway built near Pecos Road or anywhere near Ahwatukee. This freeway will destroy our area!</p> <p>1 We moved to Ahwatukee because the area was pristine and safe. Building this freeway will bring more traffic, pollution, and crime to our area.</p> <p>2 3 4</p> <p>Downtown Phoenix's air quality is horrible. The only clean air is outside of the city. Do not bring this pollution to the outskirts of town.</p> <p>Ahwatukee is safe because of the limited access. It's known as the big cul de sac and we like it that way.</p> <p>5 The proposed freeway will destroy our lifestyle and the lifestyle of the many animals and birds that live in our desert areas.</p> <p>6</p> <p>Thank you for your time,</p> <p>Aimee M. Flores and family</p>

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

Code	Comment Document						
<p style="text-align: center;">1</p>	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 506 1345 667"> <tr> <td data-bbox="376 506 857 570">INCOMING CALL DATE: 5/20/13</td> <td data-bbox="857 506 1345 570">INCOMING CALL TIME: 2:25 PM</td> </tr> <tr> <td data-bbox="376 570 857 620">CALLER: CHERYL FLYNN</td> <td data-bbox="857 570 1345 620">CALLER ADDRESS:</td> </tr> <tr> <td data-bbox="376 620 857 667">PHONE:</td> <td data-bbox="857 620 1345 667">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support the South Mountain freeway. Thank you. Bye.</p>	INCOMING CALL DATE: 5/20/13	INCOMING CALL TIME: 2:25 PM	CALLER: CHERYL FLYNN	CALLER ADDRESS:	PHONE:	EMAIL:
INCOMING CALL DATE: 5/20/13	INCOMING CALL TIME: 2:25 PM						
CALLER: CHERYL FLYNN	CALLER ADDRESS:						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

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

INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 10:07 AM
CALLER: FLORA FONG	CALLER ADDRESS: 4102 E. SCUPTURE PLACE, CHANDLER, AZ 85249
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

I support the South Mountain Freeway. It is very important for the traffic.

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Code	Issue	Response
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1		Comment noted.
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Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 570">INCOMING CALL DATE: 5/20/13</td> <td data-bbox="857 506 1339 570">INCOMING CALL TIME: 1:48 PM</td> </tr> <tr> <td data-bbox="376 570 857 620">CALLER: ANTOINETTE FORCINE</td> <td data-bbox="857 570 1339 620">CALLER ADDRESS:</td> </tr> <tr> <td data-bbox="376 620 857 671">PHONE:</td> <td data-bbox="857 620 1339 671">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I'm for the South Mountain Freeway. Thank you.</p>	INCOMING CALL DATE: 5/20/13	INCOMING CALL TIME: 1:48 PM	CALLER: ANTOINETTE FORCINE	CALLER ADDRESS:	PHONE:	EMAIL:
INCOMING CALL DATE: 5/20/13	INCOMING CALL TIME: 1:48 PM						
CALLER: ANTOINETTE FORCINE	CALLER ADDRESS:						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: Sierra Club on behalf of Peggy Ford To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Monday, May 27, 2013 10:14:37 AM</p> <hr/> <p>May 27, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>2 It is almost impossible to regain a healthy ecology once it has been interrupted. South Mountain Park was established to preserve the unique desert ecology of the area. A freeway through there would defeat the purpose of the Park.</p> <p>3 The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.</p> <p>4</p> <p>5 South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.</p> <p>6</p> <p>2 The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.</p> <p>7</p> <p>8 The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.</p> <p>1 Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</p> <p>Sincerely,</p>

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


Code	Comment Document
	<p data-bbox="428 433 627 520">Ms. Peggy Ford 1053 W District St Tucson, AZ 85714-1103 (520) 889-1963</p>

Code	Issue	Response
8	<p data-bbox="1709 292 1961 352">Neighborhoods/ Communities</p>	<p data-bbox="1961 292 2930 822">Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.</p>

Code	Comment Document						
	<p data-bbox="366 431 913 485">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="366 499 1342 667"> <tr> <td data-bbox="366 499 857 570">INCOMING CALL DATE: 5/18/13</td> <td data-bbox="857 499 1342 570">INCOMING CALL TIME: 1:03 PM</td> </tr> <tr> <td data-bbox="366 570 857 620">CALLER: KATE FORD</td> <td data-bbox="857 570 1342 620">CALLER ADDRESS: 5706 N. CENTRAL AVENUE, PHOENIX, AZ</td> </tr> <tr> <td data-bbox="366 620 857 667">PHONE: 480-948-6632</td> <td data-bbox="857 620 1342 667">EMAIL:</td> </tr> </table> <p data-bbox="366 667 717 697">CALLER REMARKS/QUESTIONS:</p> <p data-bbox="366 697 941 727">I support the building of the freeway. Thank you very much.</p>	INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 1:03 PM	CALLER: KATE FORD	CALLER ADDRESS: 5706 N. CENTRAL AVENUE, PHOENIX, AZ	PHONE: 480-948-6632	EMAIL:
INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 1:03 PM						
CALLER: KATE FORD	CALLER ADDRESS: 5706 N. CENTRAL AVENUE, PHOENIX, AZ						
PHONE: 480-948-6632	EMAIL:						

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: Opposition to S. Mountain Freeway Date: Friday, June 28, 2013 10:00:25 AM Attachments: image001.png</p> <hr/> <p>Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov </p> <p>From: Kathy Forger [mailto:kathy.forger@russlyon.com] Sent: Friday, June 28, 2013 9:38 AM To: Projects Subject: Opposition to S. Mountain Freeway</p> <p><i>As a local real estate Agent selling and listing homes in the Ahwatukee area, I am STRONGLY opposed to building the 202 Freeway along the Pecos Rd. alignment. I can attest to the fact the the freeway being built so close to residential areas will have a negative impact on homes selling near by, not to mention the affects of pollution, road noise, etc.</i></p> <p><i>.It has taken a number of years for this area to recover from the last road construction on Pecos and the everlasting reputation of the "largest cul-de-sac" in the nation. This reputation has influenced potential homeowners to choose NOT to move to Ahwatukee because it was so difficult to access when Pecos was under construction. I can't imagine having to go through that yet again!</i></p> <p><i>As a member of PARC we implore you to find another option. This is not a wise way to spend the Public's tax dollar and will not improve the quality of life in our community.</i></p> <p>Kathy Forger, GRI, CNE Mobile (602) 430-1199 E-Fax (480) 283-2031 "Committed to earning your repeat & referral business."</p> <p style="text-align: center;">?</p>

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Code	Issue	Response
1	Acquisitions and Relocations	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values. A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
2	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Noise	
4	Construction	The freeway construction staging plan for the area along Pecos Road would allow for keeping east-west travel open during construction. One side of the freeway would be constructed while traffic remained on Pecos Road. When complete, traffic would be shifted from Pecos Road to the new freeway. At that time, the other side of the freeway would be built. Therefore, traffic would be able to continue to operate as it currently does during construction. However, temporary detours may be needed during construction. (See Final Environmental Impact Statement page 3-27.)
5	Purpose and Need, Lack of Support	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
6	Neighborhoods/ Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).

Code	Comment Document
<p>1</p>	<p>Janet Forgy Document Created: 5/21/2013 2:53:18 PM by Web Comment Form</p> <p>South Mountain Freeway is desperately needed and the sooner the better. I reside in the Laveen Meadows subdivision. At that time I purchased my home in November 2007, the South Mountain Freeway was being discussed and assurances were made to me of the potential of not only the Freeway but of substantial economic development in the area. As you know this has not happened and the area is isolated with very little business development. It is vital that the South Mountain Freeway be started and completed without further delay. Let's stop talking and start building!!!</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p>1</p>	<p>4178</p> <p>1 though we're right next door until we and our kids and 2 our people realize that we can make bigger strides if we 3 apply ourselves and our children and not be afraid to 4 stand in places where we need to stand up. That's about 5 it.</p> <p>6 Thank you very much.</p> <p>7 MS. FORGY: My name is Janet Forgy. I 8 have lived in Laveen area, the 67th Avenue and Baseline 9 subdivision, Laveen Meadows, for about six years in 10 November. And I can tell you we desperately need to have 11 this 202. It's imperative. It's like we're out in the 12 boondocks. Businesses are not developing. We have to go 13 five miles to get to I-10, that's the shortest distance, 14 five or 13 miles to get to an interstate.</p> <p>15 I-10 is like a parking lot sometimes. 16 There's no development of businesses. I mean, there's 17 nothing. We need that desperately, and so I strongly 18 encourage the 202 to be developed as soon as possible 19 without any delays cause we definitely need it.</p> <p>20 UNIDENTIFIED SPEAKER: One of the things I 21 want to stress is that when I purchased my house in 22 November of 2007 I saw the possibilities of development 23 and I was assured that it was going to be developed. It 24 subsequently has not. As a matter of fact I understand 25 because of the economic situations, things had a way of</p> <p style="text-align: right;">Page 7</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
<p>1</p>		<p>Comment noted.</p>

Code	Comment Document						
	<p data-bbox="366 433 916 483">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="366 504 1342 665"> <tr> <td data-bbox="366 504 854 574">INCOMING CALL DATE: 5/15/13</td> <td data-bbox="854 504 1342 574">INCOMING CALL TIME: 4:41 PM</td> </tr> <tr> <td data-bbox="366 574 854 620">CALLER: JANET FORNEY</td> <td data-bbox="854 574 1342 620">CALLER ADDRESS: 3897 E. SCOPIO PLACE, CHANDER, AZ 85249</td> </tr> <tr> <td data-bbox="366 620 854 665">PHONE:</td> <td data-bbox="854 620 1342 665">EMAIL:</td> </tr> </table> <p data-bbox="366 675 730 701">CALLER REMARKS/QUESTIONS:</p> <p data-bbox="366 705 1320 782">I am calling in support of the South Mountain Freeway to take the congestion off of Interstate 10 and make it easier for me, and my family, and my children to get to where we need to go living out here. So, please support the building of this freeway. Thank you.</p>	INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 4:41 PM	CALLER: JANET FORNEY	CALLER ADDRESS: 3897 E. SCOPIO PLACE, CHANDER, AZ 85249	PHONE:	EMAIL:
INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 4:41 PM						
CALLER: JANET FORNEY	CALLER ADDRESS: 3897 E. SCOPIO PLACE, CHANDER, AZ 85249						
PHONE:	EMAIL:						

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Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 6/11/13</td> <td data-bbox="857 506 1339 572">INCOMING CALL TIME: 4:01 PM</td> </tr> <tr> <td data-bbox="376 572 857 647">CALLER MARY FOSTER</td> <td data-bbox="857 572 1339 647">CALLER ADDRESS: 10138 W. CAMDEN AVENUE, SUN CITY, ARIZONA 85351</td> </tr> <tr> <td data-bbox="376 647 857 693">PHONE:</td> <td data-bbox="857 647 1339 693">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: Hello, I am in favor of the South Mountain Freeway.</p>	INCOMING CALL DATE: 6/11/13	INCOMING CALL TIME: 4:01 PM	CALLER MARY FOSTER	CALLER ADDRESS: 10138 W. CAMDEN AVENUE, SUN CITY, ARIZONA 85351	PHONE:	EMAIL:
INCOMING CALL DATE: 6/11/13	INCOMING CALL TIME: 4:01 PM						
CALLER MARY FOSTER	CALLER ADDRESS: 10138 W. CAMDEN AVENUE, SUN CITY, ARIZONA 85351						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

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INCOMING CALL DATE: 5/20/13	INCOMING CALL TIME: 4:32 PM						
CALLER: JOHN & BARBARA FOSTER	CALLER ADDRESS: 4008 N. 40 TH PLACE, PHOENIX, ARIZONA 85018						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: 202 Freeway Date: Monday, May 20, 2013 8:29:45 AM </p> <hr/> <p> From: Dennis Fox [mailto:dennis_f12@yahoo.com] Sent: Saturday, May 18, 2013 10:39 AM To: Projects Subject: 202 Freeway </p> <p>Please build it. We've wasted enough taxpayer money.</p> <p>Sent from Yahoo! Mail on Android</p> <hr/> <p> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
	<p data-bbox="366 433 916 483">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="366 504 1342 665"> <tr> <td data-bbox="366 504 854 574">INCOMING CALL DATE: 5/15/13</td> <td data-bbox="854 504 1342 574">INCOMING CALL TIME: 2:54 PM</td> </tr> <tr> <td data-bbox="366 574 854 614">CALLER: SAMI FOX</td> <td data-bbox="854 574 1342 614">CALLER ADDRESS: 1058 E. GARNET AVENUE, MESA, AZ 85204</td> </tr> <tr> <td data-bbox="366 614 854 665">PHONE:</td> <td data-bbox="854 614 1342 665">EMAIL:</td> </tr> </table> <p data-bbox="366 675 730 695">CALLER REMARKS/QUESTIONS:</p> <p data-bbox="366 705 1336 856">I approve of the loop from South Mountain to I-10. I would just like to make sure there is a time frame involved. I don't want to see anymore heavy duty equipment sitting on the side of the road not doing anything for a number of hours. I would hope we would have a contract in order to have at least two shifts during the day – possibly late at night, possibly early in the morning in order to facilitate the building of this access road and to alleviate traffic problems that we are currently experiencing in the valley. Thank you.</p>	INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 2:54 PM	CALLER: SAMI FOX	CALLER ADDRESS: 1058 E. GARNET AVENUE, MESA, AZ 85204	PHONE:	EMAIL:
INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 2:54 PM						
CALLER: SAMI FOX	CALLER ADDRESS: 1058 E. GARNET AVENUE, MESA, AZ 85204						
PHONE:	EMAIL:						

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Code	Issue	Response
1		Comment noted.

Code	Comment Document						
<p style="text-align: center;">1</p>	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 506 1345 693"> <tr> <td data-bbox="376 506 860 572">INCOMING CALL DATE: 6/11/13</td> <td data-bbox="860 506 1345 572">INCOMING CALL TIME: 4:36 PM</td> </tr> <tr> <td data-bbox="376 572 860 647">CALLER DON & HENRIETTA FOX</td> <td data-bbox="860 572 1345 647">CALLER ADDRESS: 15203 W. PAPAGO STREET, GOODYEAR, ARIZONA 85338</td> </tr> <tr> <td data-bbox="376 647 860 693">PHONE:</td> <td data-bbox="860 647 1345 693">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: Yes, we'd like to support the South Mountain freeway to connect to I-10. You have our support.</p>	INCOMING CALL DATE: 6/11/13	INCOMING CALL TIME: 4:36 PM	CALLER DON & HENRIETTA FOX	CALLER ADDRESS: 15203 W. PAPAGO STREET, GOODYEAR, ARIZONA 85338	PHONE:	EMAIL:
INCOMING CALL DATE: 6/11/13	INCOMING CALL TIME: 4:36 PM						
CALLER DON & HENRIETTA FOX	CALLER ADDRESS: 15203 W. PAPAGO STREET, GOODYEAR, ARIZONA 85338						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

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<p style="text-align: center;">1</p>	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 499 1345 647"> <tr> <td data-bbox="376 499 857 550">INCOMING CALL DATE: 5/15/13</td> <td data-bbox="857 499 1345 550">INCOMING CALL TIME: 5:20 PM</td> </tr> <tr> <td data-bbox="376 550 857 600">CALLER: JESSIE FRABAYZEGA</td> <td data-bbox="857 550 1345 600">CALLER ADDRESS: 8823 W. CYPRESS STREET, PHOENIX, AZ 85037</td> </tr> <tr> <td data-bbox="376 600 857 647">PHONE:</td> <td data-bbox="857 600 1345 647">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support the South Mountain Freeway. Thank you.</p>	INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 5:20 PM	CALLER: JESSIE FRABAYZEGA	CALLER ADDRESS: 8823 W. CYPRESS STREET, PHOENIX, AZ 85037	PHONE:	EMAIL:
INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 5:20 PM						
CALLER: JESSIE FRABAYZEGA	CALLER ADDRESS: 8823 W. CYPRESS STREET, PHOENIX, AZ 85037						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: 202 freeway completion Date: Monday, May 20, 2013 8:27:17 AM </p> <hr/> <p> From: david fraire [mailto:fraire13@yahoo.com] Sent: Sunday, May 19, 2013 1:04 AM To: Projects Subject: 202 freeway completion </p> <p> What are you waiting for? build that damn freeway!!! It's been in the books since early 80's when I was planning on moving to awhautukee foothills new development. We were advised on the freeway route way back then,. All these persons that claimed not to be knowledgeable on the subject are playing ignorance. You know what they say "ignorance is a bliss". </p> <p> <i>Thanks and best regards</i> </p> <p> <i>fraire</i> </p> <p> <i>David Fraire</i> 2875 W. Highland St.#1100 Chandler, Arizona 85224 Cell: 480.772.0054 fraire13@yahoo.com </p> <hr/> <p> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>Ivan Fraire Document Created: 5/21/2013 8:52:31 PM by Web Comment Form</p> <p>My comment comes from miles and hours spent on the urban roads stopping and going, yelling and screaming, slowing down for school zones and stopping for road construction. I strongly agree to go forth on the W59 Alternative, as a commuter who travels from 67th Ave and Baseline to 16th and Camelback, I feel that this alternative would have great impact on my commute from home but also for the commute of many other drivers that I happen follow in and out of the Laveen neighborhoods. I don't agree with this alternative only for my benefit but for the benefit of all commuters that travel into Downtown Phoenix or the East Valley. It is also my opinion that the W59 Alternative is a median point for Laveen commuters to go WEST or EAST at the I-10 TI. I also feel that the W59 Alternative will have a better economic turnaround. You have easier and faster commute to downtown activities, work opportunities in the City of Phoenix and a better way for West and East Phoenix Community to visit Laveen. The Bequiva Casino will also get a great way to get Casino goers to visit and help built the Native communities that recieve no support from neighboring cities. My opinion is also that the W101 Alternatives will have no benefit to the majority of the Laveen Community and will ultimately be a waste of Tax payer money and we all know that wasting Tax payer money needs to stop.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 5/15/13</td> <td data-bbox="857 506 1339 572">INCOMING CALL TIME: 3:55 PM</td> </tr> <tr> <td data-bbox="376 572 857 620">CALLER: FRANCIS</td> <td data-bbox="857 572 1339 620">CALLER ADDRESS:</td> </tr> <tr> <td data-bbox="376 620 857 669">PHONE: 602-437-2337</td> <td data-bbox="857 620 1339 669">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: Hello, I support the South Mountain Freeway. Thank you.</p>	INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 3:55 PM	CALLER: FRANCIS	CALLER ADDRESS:	PHONE: 602-437-2337	EMAIL:
INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 3:55 PM						
CALLER: FRANCIS	CALLER ADDRESS:						
PHONE: 602-437-2337	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p data-bbox="450 352 512 379">4389</p> <div data-bbox="450 393 1336 1653" style="border: 1px solid black; padding: 5px;"> <p data-bbox="466 433 1336 1179"> 1 my support for the 202 freeway. I happen to live in 2 Ahwatukee just off of Chandler Boulevard and I know that 3 there's been a lot of conversations in Ahwatukee about 4 the impact to that part of Phoenix. I think it would 5 actually be a boon to that portion of town for several 6 reasons. If you travel from Ahwatukee up I-10 to get to 7 I-17 going north to Prescott, you've experienced a lot of 8 traffic delays on I-10, particularly through the Broadway 9 curve. I think this freeway extension will help to 10 relieve that traffic by bringing traffic off of I-10 that 11 comes up from Tucson and has to get to the middle of 12 Phoenix. This way you'll have a bypass that will 13 actually put that traffic out to the west side of town 14 and relieve the congestion and the delays that people 15 from Ahwatukee experience getting to the airport and in 16 the central business district of Phoenix. 17 So, again, I want to support my support -- or 18 voice my support for this freeway project. I know that a 19 lot of the information that you see here in the draft EIS 20 shows the real benefits of that and in particular, 21 further, I want to voice the support and in the area of 22 relieving traffic from my area of town. Thank you. 23 THE FACILITATOR: Thank you. 24 Randy Frank. 25 MR. FRANK: I'm Randy Frank, I'm representing </p> </div> <p data-bbox="1227 1663 1336 1689" style="text-align: right;">Page 43</p> <p data-bbox="481 1703 1305 1764" style="text-align: center;"> Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com </p>

Code	Issue	Response

Code	Comment Document
<p>1</p>	<p>1 Bay State Milling Company, 421 South 99th Avenue. I 2 want to go on record fully supporting the South Mountain 3 corridor freeway with the alignment, recommended 4 alignment going down 59th Avenue. Thank you.</p> <p>5 THE FACILITATOR: Thank you. 6 Reyes Medrano.</p> <p>7 MR. MEDRANO: Good afternoon. Reyes Medrano, 8 I'm the City manager of the City of Tolleson at 9555 West 9 Van Buren. Mr. Burdick, good to see you, sir, it's been 10 too long.</p> <p>11 We're here to accompany Mr. Frank, who is one of 12 our primary business partners and employers in Tolleson, 13 and also to issue our support for the 59th Avenue 14 alignment to intersect with the South Mountain freeway. 15 Thank you.</p> <p>16 THE FACILITATOR: Thank you. 17 If you'd like to speak, please go to the 18 registration desk out front.</p> <p>19 Joe Palermo.</p> <p>20 MR. PALERMO: Good afternoon, gentlemen. My 21 name is Joe Palermo, I want to speak on behalf of support 22 for the Loop 202 freeway project. In my opinion, I 23 travel the I-10 corridor daily to work and it's often 24 very much a burden to me to see traffic at a complete 25 standstill and gridlock in downtown. And in my opinion,</p> <p style="text-align: right;">Page 44</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
<p>1</p>		<p>Comment noted.</p>

Code	Comment Document
	<p>4411</p> <p>1 and we have the responsibility to protect their habitats. 2 During my lifetime we have come a long ways in learning 3 the importance of environment and interconnectivity, so 4 do not break this growing respect for our environment. 5 And the third reason I have is that homeowners 6 have the responsibility to consider transportation before 7 they buy a home. I have owned five homes during my life, 8 I know what it means to look at your home and where 9 you're going to live, and I believe it's outrageous and 10 arrogant to move into an area and then try to change its 11 very essence for our personal comfort. It's the attitude 12 of now I'm here, so you need to change things for me. 13 It's a terrible message to send our children. 14 I love this park and I ask you to send our 15 children a message of the importance of respect and 16 protection of our heritage and natural environment by 17 saying no to building a freeway through South Mountain 18 Park. Thank you. 19 THE FACILITATOR: Thank you. 20 Anybody who would like to speak, please go out 21 to the registration table, get registered, we'll be happy 22 to hear you. 23 Mike Franklin. Could you come to this mic over 24 here, please. 25 MR. FRANKLIN: Must be on. Okay. My name is</p> <p style="text-align: right;">Page 83</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
<p>1</p> <p>2</p> <p>3</p> <p>4</p> <p>5</p> <p>6</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>	<p>Mike Franklin, I live in South Tempe. South Mountain is the place I go hiking most, because it takes less gasoline for me to get there. There are parts of South Mountain that kind of take you out of the city, and there aren't too many places you can go to around here like that. It's always interesting to find new discoveries, there's lots of petroglyphs, it's unique. It won't be unique if the west end is chopped off with eight lanes of traffic, polluting the air, making it noisy, totally destroying the natural experience of being up in the mountains. To do this, to take about five percent of the traffic or whatever it is off of the interstate just doesn't seem worth it to me.</p> <p>I think once you've -- the oil production gets down we're going to have to find better ways of transportation or we're going to get stuck with this expanse of asphalt there forever, at least during my life. And I vociferously disagree with that tact of moving traffic, it's kind of a 20th-century solution to a 21st-century problem. That's what I have to say.</p> <p>THE FACILITATOR: Thank you. Patricia Weeks.</p> <p>MS. WEEKS: Hello. Actually, I just want to expound upon what my husband said. Can you guys hear me? Can you hear me?</p> <p style="text-align: right;">Page 84</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
1	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Air Quality	
3	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix. Noise impacts on Phoenix South Mountain Park/Preserve were considered; however, the type of adjacent land uses and proximity of sensitive areas within the park did not qualify for mitigation based on the Arizona Department of Transportation Noise Abatement Policy (see page 4-88 in the Final Environmental Impact Statement for more information on the policy). Although recreation uses are considered in the noise analysis as noise-sensitive land uses, another consideration is the reasonableness of providing noise mitigation for a particular land use. For recreational land uses, typical considerations include the number of people using the facility and the amount of time the facility is in use throughout the day. Many of the recreational uses in the western portion of Phoenix South Mountain Park/Preserve receive infrequent use, and noise mitigation would not be reasonable given the high cost of construction.
4	Purpose and Need	According to the project team's traffic analysis, without the proposed freeway, existing roads and planned road improvements would accommodate about 76 percent of the transportation demand projected for 2035, leaving 24 percent of the anticipated demand unmet. If one assumes better-than-expected performance of nonfreeway aspects of the transportation system, 13 additional percentage points of the 24 percent deficiency would be accommodated. This means that the transportation network would still have an 11 percent capacity deficiency. The same analysis with the proposed freeway in operation in 2035 concluded that the met demand would increase to 82 percent; better-than-planned scenarios noted above, if achieved, would reduce network deficiency to 5 percent. The proposed freeway would handle about half of the capacity deficiency not captured by other modes. (See Figure 3-14 on Draft Environmental Impact Statement page 3-31).
5	Purpose and Need, Lack of Support	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
	<p data-bbox="450 352 512 379">4423</p> <div data-bbox="450 393 1336 1653" style="border: 1px solid black; padding: 5px;"> <p data-bbox="481 433 1305 695">1 school. I didn't need a car. I could use the bus. And 2 people all over this country that have many advantages 3 that we don't have here for our average middle class 4 citizen. And this particular road will deprive us of a 5 road and light rail where it's really needed, where it 6 would really help.</p> <p data-bbox="481 715 1305 887">7 And I appreciate this opportunity. It was 8 difficult, in my condition, to come down here. But I'm 9 glad I did, and I appreciate the young lady being so 10 patient. Thank you.</p> <p data-bbox="481 907 1165 937">11 Can I put this with my material?</p> <p data-bbox="481 957 1289 1078">12 MR. FRANKLIN: All right. Now, this is a 13 speech that I was going to have for the room, but I 14 just -- I have to go and run, so...</p> <p data-bbox="481 1098 1336 1411">15 Good afternoon, Panel. My name is Ross 16 Franklin. That's R-o-s-s, F-r-a-n-k-l-i-n. And I'm a 17 resident of Laveen, Arizona. I appreciate you letting us 18 all speak in front of you today. You will hear much 19 emotional testimony today regarding the impact of building 20 the Loop 202 western loop connector. I will stick to the 21 facts and leave the emotion to others.</p> <p data-bbox="481 1431 1289 1602">22 Over the past 15 years, the population of 23 Laveen and Southwest Phoenix has doubled. The EIS 24 projects that number to more than double again over the 25 next 25 years. While new highways like the Eastern</p> </div> <p data-bbox="1227 1663 1336 1689" style="text-align: right;">Page 10</p> <p data-bbox="481 1703 1289 1764" style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
	<p>1 Loop 202, the Loop 101, and even projects like the 2 Loop 303 have been built and completed or are well under 3 way on construction and nearing completion, the 4 much-needed Loop 202 western loop connector has been mired 5 in political and environmental tug-of-war for years. Only 6 the Loop 202 western connector can ease the traffic 7 nightmare that is the I-10, which is clogged with rush 8 hour traffic and heavy trucking and shipping traffic.</p> <p>9 The traffic is so bad that many days you can 10 find heavy trucking and shipping traffic on Riggs Road, 11 R-i-g-g-s, 51st Avenue, through the GRIC, the Gila River 12 Indian Community, Laveen, the town I live in, and other 13 surface streets in Southwest Phoenix. These surface 14 streets were not made for such traffic. Like it or not, 15 this population and the traffic that goes along with it is 16 only going to increase exponentially. In 25 years, when 17 it's too late, we'll be suffering from complete gridlock.</p> <p>18 Many opponents of this project just don't 19 want to see any change. They want Laveen to stay just the 20 same as it was. That's emotional. That horse has already 21 left the barn.</p> <p>22 The population of the Laveen area is 40,000 23 and growing. It is no longer the sleepy village of less 24 than 10,000 not so long ago. As one of the few 25 communities left to expand in population in the Phoenix</p>
	<p style="text-align: right;">Page 11</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
<div style="display: flex; flex-direction: column; gap: 10px;"> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">1</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">2</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">3</div> </div>	<p>1 metro area, it is due to more than double in size in the</p> <p>2 not-too-distant future. What are we going to do then?</p> <p>3 Baseline Road and Dobbins Road are already clogged with</p> <p>4 traffic. The pavement is already collapsing due to</p> <p>5 overuse from the use of heavy trucking traffic. When</p> <p>6 traffic doubles, what are we going to do then? All the</p> <p>7 hoping and avoiding in the world will not stop the fact</p> <p>8 that this is going to happen.</p> <p>9 I am 100 percent behind the building of the</p> <p>10 Loop 202 western connector. But I also realize that we</p> <p>11 must not simply slap a new highway connecting Pecos Road</p> <p>12 side of the I-10 and the 59th Avenue side of the I-10. We</p> <p>13 must make sure the new Loop 202 build is a model to be</p> <p>14 followed by other highway building projects. This</p> <p>15 includes making sure that there are biking paths and</p> <p>16 hiking paths built in conjunction with the project,</p> <p>17 parallel and/or intersecting this highway project. An HOV</p> <p>18 lane or bus lane must also be considered. And of course</p> <p>19 tastefully done sound barriers must also be built to</p> <p>20 minimize the sound the vehicles on the highway will make.</p> <p>21 I know opponents will attempt to demonize</p> <p>22 people in favor of the Loop 202 western connector using</p> <p>23 all sorts of inflammatory, accusatory, and frankly</p> <p>24 offensive language. The force by intimidation will not</p> <p>25 work.</p> <p style="text-align: right;">Page 12</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
1	Design	The study has considered concepts for parallel multiuse paths; however, the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.
2	Design	High-occupancy vehicle lanes are included in the project (see Final Environmental Impact Statement page 3-58).
3	Visual Resources	The Arizona Department of Transportation Roadside Development Section is responsible for assigning a wide range of standard treatment applications and wall materials, including color, to noise barriers and other structures. Typically the community where the wall will be constructed would work closely with its City Architect or planning department to decide on a theme for the wall. Usually, this can be accomplished by using the Arizona Department of Transportation's standard applications. As an example, for State Route 101 Loop (Pima Freeway) in Scottsdale, the City of Scottsdale chose to add public art to the noise barriers. The City's intent went above and beyond the Arizona Department of Transportation's guidelines of reasonable aesthetic treatment and, therefore, the Arizona Department of Transportation did not fund the aesthetic portion of the project. The Arizona Department of Transportation and the City of Scottsdale entered into an intergovernmental agreement for the purposes of allowing Scottsdale rights to design and construct artistic embellishment on the Arizona Department of Transportation-supplied noise barrier. The Arizona Department of Transportation provided the funds for construction of the noise barriers themselves, but the City of Scottsdale provided the funds to cover the aesthetic portion of the walls. Final Environmental Impact Statement page 4-162 explains the process municipalities might take to achieve the desired aesthetic treatment for noise barriers or other structures.

Code	Comment Document
	<p>1 We're just regular folks here in Laveen. We</p> <p>2 work hard, many of us taking our lunch hours, like I'm</p> <p>3 doing now, working our 40, 50, and 60 hours of work a week</p> <p>4 to let our individual voices be heard. We are highly</p> <p>5 educated, highly motivated, and have been promised this</p> <p>6 Loop 202 since the 1980s. This highway should not be a</p> <p>7 shock or a surprise to anyone.</p> <p>8 We want to desperately -- we want and</p> <p>9 desperately need a hospital in our area. Currently there</p> <p>10 are none south of the Salt River in metro Phoenix. We</p> <p>11 want and desperately need another bridge crossing the Salt</p> <p>12 River on the west side of Phoenix. Currently, there are</p> <p>13 no bridge crossings over the river west of 51st Avenue.</p> <p>14 The current street level crossing of the 67th Avenue and</p> <p>15 91st Avenue are impassable and are closed for many weeks</p> <p>16 during the monsoon season and the rainy months during the</p> <p>17 winter.</p> <p>18 I know it may not seem important to</p> <p>19 opponents of this project, but vital tax dollars are spent</p> <p>20 elsewhere and not in Laveen and Phoenix when our</p> <p>21 commercial infrastructure is so limited that residents</p> <p>22 have to go miles from Laveen to get medical treatment,</p> <p>23 shop, eat, and spend money in general. Those vital tax</p> <p>24 dollars go to Tempe, Chandler, Mesa, Gilbert, Scottsdale,</p> <p>25 Avondale, Glendale, and Litchfield Park. We're talking</p>

Code	Issue	Response

Code	Comment Document
	<p>1 about millions of tax dollars that are just going away.</p> <p>2 No big deal? Those vital tax dollars go to improving</p> <p>3 schools, improving green energy, infrastructure for</p> <p>4 streets, sidewalks, libraries, community centers, police</p> <p>5 staffing, fire department staffing, just to name a few.</p> <p>6 I know air pollution is also a common</p> <p>7 argument for not building this new highway. Consider for</p> <p>8 a moment the no-build argument. What happens when</p> <p>9 population doubles and traffic doubles along with it?</p> <p>10 Which is projected by the EIS. When traffic is idling on</p> <p>11 clogged and gridlocked surface streets, what are we to do</p> <p>12 then?</p> <p>13 We cannot force people to do what they do</p> <p>14 not want to do. We cannot force people to ride the bus to</p> <p>15 work, ride a bike to work, or take the light rail. We</p> <p>16 cannot pour billions of dollars -- tax dollars into</p> <p>17 projects that a tiny percentage of the population will</p> <p>18 use. Like it or not, the facts are just that.</p> <p>19 Opponents do not want things to change, and</p> <p>20 yet in a new multi-thousand-square-foot-expansion of the</p> <p>21 Vee Quiva Casino -- that's V-e-e, Q-u-i-v-a -- complete</p> <p>22 with 1,000-space parking lot under way. What are we going</p> <p>23 to do with the added traffic to our surface streets from</p> <p>24 that project? No Phoenix transportation infrastructure</p> <p>25 was added to help alleviate the traffic that project will</p>
	<p style="text-align: right;">Page 14</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
	<p>1 certainly bring.</p> <p>2 Unemployment is still a huge problem in</p> <p>3 Laveen and South Phoenix. Construction jobs are nice,</p> <p>4 which the 202 will bring. But the highway will bring</p> <p>5 commercial and professional jobs to our area as well. Not</p> <p>6 important, you say? Many of us drive 30 minutes or more</p> <p>7 to get to our jobs. Imagine if we had quality</p> <p>8 professional and high-paying jobs just five minutes from</p> <p>9 our homes.</p> <p>10 When Laveen first -- when we -- when my wife</p> <p>11 and I first moved to Laveen in 2005, there were great</p> <p>12 plans for the area, with the Loop 202 on the cusp of being</p> <p>13 built and a hospital, professional buildings, and even a</p> <p>14 community college all but certain. When the economy went</p> <p>15 sour and the sure thing of the Loop 202 stopped, we were</p> <p>16 left distressed.</p> <p>17 We cannot afford to wait any longer. We are</p> <p>18 at a crossroads, literally. I want the very best for this</p> <p>19 community that is my home. I am not willing to accept</p> <p>20 average or mediocre for my family or this community. I</p> <p>21 want the very best education for the children of this</p> <p>22 community. I want quality medical care here in Laveen. I</p> <p>23 want quality job opportunities for all of us here in</p> <p>24 Laveen. I want quality infrastructure here in Laveen, and</p> <p>25 I want quality safety and service from our city. Without</p>
	<p style="text-align: right;">Page 15</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
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1 the build of Loop 202, we get none of that. Shame on us
 2 if we bury our heads in the sand.

3 MR. STONE: Tim Stone, S-t-o-n-e.
 4 I'm a member of the South Mountain CAT Team
 5 that undertook part of the study of the Loop 202. In our
 6 April meeting we were provided with the results of the
 7 Sonoma Technology, Inc., presentation on State Route 95
 8 near Las Vegas and its effects on two schools in that area
 9 as they were producing and building the road and then
 10 using it afterward. The study concentrated on black
 11 carbon impact on the schools. What the school -- what the
 12 study indicated was that there was significant downwind
 13 effects that would occur if the school was in close
 14 proximity to the highway, but it would mitigate as it
 15 comes further away, more remote from the highway.

16 This is of concern because along the
 17 Loop 202 route, Betty Fairfax High School is not all that
 18 remote from it. It's close. And there's another
 19 elementary school down near the Pecos Road. And these
 20 downwind effects would be adverse to the children there.


21 In their study they indicated that with
 22 proper filters, the classrooms could remain safe, but
 23 outdoor activities would be at hazard, especially as it --
 24 if it occurred near peak traffic transit; in other words,
 25 the rush hour time for morning or afternoon, with the kids

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Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 6/12/13</td> <td data-bbox="857 506 1339 572">INCOMING CALL TIME: 4:32 PM</td> </tr> <tr> <td data-bbox="376 572 857 647">CALLER: RON FRANZILLO</td> <td data-bbox="857 572 1339 647">CALLER ADDRESS: 14951 W. WINGED FOOT COURT, SURPRISE, AZ 85374</td> </tr> <tr> <td data-bbox="376 647 857 693">PHONE:</td> <td data-bbox="857 647 1339 693">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support the South Mountain project. Thank you.</p>	INCOMING CALL DATE: 6/12/13	INCOMING CALL TIME: 4:32 PM	CALLER: RON FRANZILLO	CALLER ADDRESS: 14951 W. WINGED FOOT COURT, SURPRISE, AZ 85374	PHONE:	EMAIL:
INCOMING CALL DATE: 6/12/13	INCOMING CALL TIME: 4:32 PM						
CALLER: RON FRANZILLO	CALLER ADDRESS: 14951 W. WINGED FOOT COURT, SURPRISE, AZ 85374						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p data-bbox="428 439 1028 546"> From: Projects To: ADOT Subject: FW: South Mountain Freeway - Environmental Impact Statement input Date: Tuesday, July 16, 2013 11:18:56 AM Attachments: image001.png </p> <hr/> <p data-bbox="428 637 686 874"> Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov  </p> <hr/> <p data-bbox="428 909 1059 999"> From: Geraldine Frazier [mailto:adictbook22@cox.net] Sent: Tuesday, July 16, 2013 11:11 AM To: Projects Subject: South Mountain Freeway - Environmental Impact Statement input </p> <p data-bbox="428 1026 1283 1110"> As previously indicated, I consider the South Mountain Freeway implementation to be a priority. It should be built using the Pecos road scenario from the I10 S around South Mountain and utilizing the connection with the W101 alternative option. </p> <p data-bbox="428 1141 739 1167"> Thank you for considering this input. </p> <p data-bbox="428 1197 578 1223"> Geraldine Frazier </p> <hr/> <p data-bbox="428 1288 1292 1352"> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>

1

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

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: South Mountain Freeway Date: Tuesday, July 23, 2013 8:17:07 AM</p> <hr/> <p>F.Y.I.</p> <p>Thank you,</p> <p>Salina Tovar Community Relations Officer 1655 W. Jackson St. MD 126F, Room 170 Phoenix, AZ 85007 602.712.4629 azdot.gov</p> <p>-----Original Message----- From: Rick Freas [mailto:rick-n-carolyn@cox.net] Sent: Monday, July 22, 2013 8:52 PM To: Projects Subject: South Mountain Freeway</p> <p>1 2</p> <p>I am writing to oppose the proposed South Mountain Freeway. I believe this freeway is unnecessary, will result in higher density development - which will increase air pollution, and will be a poor use of public funds.</p> <p>3</p> <p>We should use the funding intended for this freeway to instead be sure we have adequate funding for the fastest and most advanced commuter rail line between Phoenix and Tucson.</p> <p>Sincerely,</p> <p>Rick Freas 1326 E. Harwell Rd. Phoenix, AZ 85042</p> <hr/> <p>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</p>

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

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 499 857 570">INCOMING CALL DATE: 7/23/13</td> <td data-bbox="857 499 1339 570">INCOMING CALL TIME: 5:36 PM</td> </tr> <tr> <td data-bbox="376 570 857 641">CALLER: GAYLE FREEDLING</td> <td data-bbox="857 570 1339 641">CALLER ADDRESS: 9620 WEST RIMROCK DRIVE, PEORIA, ARIZONA 85382</td> </tr> <tr> <td data-bbox="376 641 857 691">PHONE:</td> <td data-bbox="857 641 1339 691">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support the project for the freeway.</p>	INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 5:36 PM	CALLER: GAYLE FREEDLING	CALLER ADDRESS: 9620 WEST RIMROCK DRIVE, PEORIA, ARIZONA 85382	PHONE:	EMAIL:
INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 5:36 PM						
CALLER: GAYLE FREEDLING	CALLER ADDRESS: 9620 WEST RIMROCK DRIVE, PEORIA, ARIZONA 85382						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>From: Projects To: ADOT Subject: FW: South Mountain Freeway Date: Wednesday, May 22, 2013 10:50:29 AM</p> <hr/> <p>From: Freer, Laura [mailto:LFreer@courts.az.gov] Sent: Tuesday, May 21, 2013 1:04 PM To: Projects Subject: South Mountain Freeway</p> <p>I live in the unincorporated Dusty Lane neighborhood wedged between Laveen and the reservation. I fully support the extension of the Loop 202, South Mountain Freeway.</p> <p>Even though it will spoil a bit of my view and be pretty close to my house, the area needs the freeway. It is a growing community close to downtown that is very under served. And beyond the fact that Laveen needs the services the freeway would bring, the valley as a whole needs an alternate way to get from one side to another. Too much traffic bottlenecks on the I-10 tunnel area, causing massive delays.</p> <p>Laura Freer 14011 S 43rd Dr Laveen, AZ 85339</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>



Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: Sierra Club on behalf of Corinna Fritsch To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Monday, May 27, 2013 2:44:26 PM</p> <hr/> <p>May 27, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>My life depends on maintaining my asthma which I only got since the South Mountain air quality has worsened. In 2009 when I started walking for my health on south mountain next to my home for 14 years I got a brand new asthma condition in my 40's!, I almost died from this in 2009. For this and many other reasons, the proposed freeway would cause more problems than it would solve. The lower standard of gasoline allowed by the state to be used in the name of economy plus a freeway such as this will push the air quality over safe limits.</p> <p>2 In addition, the freeway would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.</p> <p>3 South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.</p> <p>4 The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.</p> <p>5 The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.</p> <p>6</p> <p>7</p> <p>8</p> <p>1 Please help protect our communities, our health, and our environment by selecting the No Action Alternative.</p>

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

Code	Comment Document
	<p data-bbox="428 453 904 499">This freeway and all related to it will definetely kill me by worseneing my asthma. Thank you.</p> <p data-bbox="428 520 509 546">Sincerely,</p> <p data-bbox="428 566 612 651">Ms. Corinna Fritsch 8639 S 49th St Unit 2 Phoenix, AZ 85044 (602) 458-9660</p>

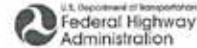
Code	Issue	Response
8	Neighborhoods/ Communities	<p data-bbox="1961 298 2930 822">Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.</p>

Code	Comment Document
	<div style="text-align: center;"> <p>LOOP 202 <i>South Mountain</i> Freeway Study</p> <p>2013</p> <p>Draft Environmental Impact Statement COMMENT FORM</p> </div> <p>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process. ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation. When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</p> <div style="border: 1px solid black; padding: 5px; width: fit-content;"> <p>It is helpful to ADOT to receive comments on:</p> <ul style="list-style-type: none"> • A particular alternative, environmental impact assessment, and/or draft mitigation. • Any information you feel is incomplete or incorrect. • How the proposed action would affect you. </div> <p>Comments must be received or postmarked by July 24, 2013.</p> <p>1 U.S. 85 should be the preferred alternative. The negative impact caused by EI outweighs the good.</p> <p>2 EI will become a truck bypass with increased noise pollution, air pollution, and hazardous materials.</p> <p>3 Commuters on the West side do not work in Chandler or Gilbert (at least not enough to warrant such a negative impact on the Foothills-Ahwatukee community and there are not enough commuters to warrant this bypass. This is simply a truck bypass and an expansion for the Gila Indian community - not a benefit to the citizens of Phoenix, and not necessary. The refusal to consider U.S. 85 simply because it does not complete the 202 Loop is not a good enough reason. Take EI out of the mix and put U.S. 85 back in the mix. (over)</p> <p>4</p> <p>5</p> <p>6</p> <p>Optional Name: <u>Carolyn Fritz</u> Email: <u>fritzca@q.com</u> Address: _____ City: _____ State: _____ Zip: _____ Phone: _____ Fax: _____</p> <p>Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007</p> <p><small>ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)</small></p> <div style="display: flex; justify-content: space-between;">   <p>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</p> </div>


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

Code	Comment Document
	<p>LOOP 202 <i>South Mountain</i> Freeway Study 2013</p> <p>Draft Environmental Impact Statement COMMENT FORM</p> <p>Additional Comments: <i>Not enough study has been conducted regarding impact on ground water, air quality, or noise pollution. The need for this project and the negative impact it will cause has not been demonstrated. What about increased crime to the area? This project is not a solution to a problem but a veritable font of problems!</i></p> <p>7 4 3 6 8</p> <p><small>ADOT TRACS No.: 2021 MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150</small></p> <p>ADOT <small>U.S. Department of Transportation Federal Highway Administration</small></p> <p>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</p>

Code	Issue	Response
7	Groundwater	Impacts on water are addressed in the <i>Water Resources</i> Section of the Final Environmental Impact Statement, beginning on page 4-101, including groundwater and surface waters.
8	Neighborhoods/Communities	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.

Code	Comment Document
	<p>LOOP 202 <i>South Mountain</i> Freeway Study 2013</p> <p>Draft Environmental Impact Statement COMMENT FORM</p> <p>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process. ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation. When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</p> <p>It is helpful to ADOT to receive comments on:</p> <ul style="list-style-type: none"> • A particular alternative, environmental impact assessment, and/or draft mitigation. • Any information you feel is incomplete or incorrect. • How the proposed action would affect you. <p>Comments must be received or postmarked by July 24, 2013.</p> <p>1 <i>I am not sure the population increase anticipated by DOT and consequently, the additional impact on traffic will come to fruition. There are no jobs here. What will this increased population be to be employed? There is no manufacturing. Is everyone going to work in the service industry. How can the service industry survive when there are so few middle income & high paying jobs. Intel is not large enough to take up the slack. Intel could leave tomorrow. So no population increase.</i></p> <p>2 <i>Interstate 8 and SR 85 is the logical alternative to a truck by-pass. The 202 will become the truck by-pass, and all of the noise & pollution will impact the Fort Huachuca community. Schools, school children & residents will see back</i></p> <p>3</p> <p>4</p> <p>5</p> <p>Optional Name <u>CAROLYN S. FRITZ</u> Email <u>FRITZ.CA@Q.COM</u> Address <u>3162 E. ARV CREEK RD</u> City <u>PHX</u> State <u>AZ</u> Zip <u>85048</u> Phone <u>480-759-4382</u> Fax _____</p> <p>Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007</p> <p>ADOT TRACS No.: 202L MA 054 H5754 01L • Federal-aid Project No.: NY-202-D(ADY) CS-185</p> <p>ADOT  FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</p>

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

Code	Comment Document
	<p>LOOP 202 South Mountain Freeway Study 2013</p> <p>Draft Environmental Impact Statement COMMENT FORM</p> <p>Additional Comments: <u>How do you ensure all these bad effects?</u> <u>Why does the DOT want to frist all these bad</u> <u>outcomes on this lovely community?</u> <u>The draft FIS didn't cover the problem of ^{old} mines</u> <u>in the area, didn't address the water impacts, the</u> <u>electrical lines as well as few other ^{issues} not covered.</u> <u>(I represent 3 waters in my household)</u> <u>In addition the Gila Tribe Indian Community</u> <u>is building large retail and entertainment facilities</u> <u>to increase traffic to the area. What have they done</u> <u>to mitigate the problems all this traffic will bring</u> <u>to this area. The western alignments only benefit them</u> <u>not the rest of us who live in this community. I</u> <u>understand at one time they wanted this freeway on</u> <u>their land and, in fact, begged for it. Why would</u> <u>it decided then?</u> <u>Do not build the freeway here. Find a better</u> <u>alternative !!!</u></p>
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7	
8	
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11	
12	
	<p>ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D[ADY] 13-188</p> <p>ADOT  FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</p>

Code	Issue	Response
6	Neighborhoods/Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
7	Geology	A search of the Arizona Mineral Industry Location System database, examination of aerial photographs and topographic maps, and field investigation were completed to identify mineral resources and mines in the Study Area. These efforts identified one gold mining claim, six unknown mining claims, and several mining features in the vicinity of the South Mountains. None of these mining claims or features are located within the proposed freeway alignment.
8	Groundwater	Impacts on water are addressed in the <i>Water Resources</i> Section of the Draft Environmental Impact Statement, beginning on page 4-93, including groundwater and surface waters. Water impacts are also addressed in the <i>Waters of the United States</i> Section of the Draft Environmental Impact Statement, beginning on page 4-108, which focuses on the Salt River, washes, and canals.
9	Surface Water	Impacts on water are addressed in the <i>Water Resources</i> Section of the Draft Environmental Impact Statement, beginning on page 4-93, including groundwater and surface waters. Water impacts are also addressed in the <i>Waters of the United States</i> Section of the Draft Environmental Impact Statement, beginning on page 4-108, which focuses on the Salt River, washes, and canals.
10	Utilities	Utilities are discussed beginning on page 4-162 of the Draft Environmental Impact Statement, and a summary of major impacts is provided in Table 4-53 on page 4-163. The high-voltage power lines located just south of Pecos Road that run east-west would not be adversely affected by the proposed freeway. They would remain as-is.
11	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
12	Alternatives, No-Action (No-Build) Alternative	

Code	Comment Document
	5007
1	MS. FRITZ: Carolyn S. Fritz, 3162 East
2	Dry Creek Road, and that's in Phoenix, 85048. What I
3	am concerned about is that the alternative using the
4	885 corridor for trucks was not examined closely
5	enough or broadly enough to -- because this -- this
6	section on -- along Pecos Road and at 10 will become
7	a truck bypass. That's what concerns me. The
8	traffic, the pollution, the noise, and this is a
9	bedlam community here. I mean, this is all
10	residences with schools and churches, and that will
11	impact every person who lives here, every person who
12	goes to school here, every person who worships here
13	at the churches.
14	That's my -- I think it will decimate,
15	you know, this community. It's a beautiful
16	community. What were they thinking? They just
17	didn't think it through. There are other better
18	alternatives, and the 885 is a better alternative. I
19	really don't see a need for the -- for the extension
20	of the 202.
21	
22	
23	
24	
25	
	Page 16
	Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response
1	Alternatives	The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other "loop" freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. The State Route 85/Interstate 8 Alternative was evaluated for the proposed project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.
2	Alternatives	The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Final Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration
3	Purpose and Need, Truck Bypass	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
4	Purpose and Need	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
5	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
6	Noise	
7	Neighborhoods/Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
8	Purpose and Need, Lack of Support	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

LOOP 202
South Mountain
Freeway Study

2013

Draft Environmental Impact Statement
COMMENT FORM

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

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

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

It is helpful to ADOT to receive comments on:

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

Comments must be received or postmarked by July 24, 2013. *No on the South Mountain Freeway. Ahwatukee-Foothills community is a quiet, bedroom community which will be adversely impacted by the construction of the freeway. Below are the negative impacts:*

- 1) *Reconfiguration of 202/Pecos Rd. because Pecos Rd. not constructed for 8 lanes causing traffic congestion during construction & costing millions.*
- 2) *Trucks will use as a Phoenix bypass carrying hazardous materials increasing pollution, increasing Mexican trucks without pollution controls putting Ahwatukee residents at a health risk.*
- 3) *Affects nearby schools with dangerous pollution & hazards.*
- 4) *Provides easier access & exit for criminal activity.*
- 5) *Increased traffic on residential streets.*
- 6) *Use of outdated (2005) data regarding population increase.*
- 7) *Removal of Park & Ride bus lot for downtown buses which would increase traffic on I-10 & residential streets.*

Optional
Name Carolyn A. Kretz Email _____
Address 3162 E. Dry Creek Rd.
City Phoenix State AZ Zip 85048
Phone _____ Fax _____

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

ADOT TRACS No.: 2021 MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	Neighborhoods/Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
2	Traffic	The freeway construction staging plan for the area along Pecos Road would allow for keeping east-west travel open during construction. One side of the freeway would be constructed while traffic remained on Pecos Road. When complete, traffic would be shifted from Pecos Road to the new freeway. At that time, the other side of the freeway would be built. Therefore, traffic would be able to continue to operate as it currently does during construction. However, temporary detours may be needed during construction. (See Final Environmental Impact Statement page 3-27.)
3	Alternatives, E1 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
4	Hazardous Materials	
5	Trucks	
6	Health Effects	
7	Neighborhoods/Communities	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
8	Traffic	In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system. The City study found no adverse effects on the local street system from the freeway (see Appendix 3-1 in the Final Environmental Impact Statement).
9	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
10	Traffic	The existing park-and-ride lot at 40th Street and Pecos Road would not be adversely affected by the proposed project. In fact, a direct access point would be provided from the westbound on-ramp to the lot for buses. The proposed freeway would provide greater opportunities for bus rapid transit (express and rapid) routes because of the planned high-occupancy vehicle lanes.

LOOP 202
South Mountain
Freeway Study

2013

Draft Environmental Impact Statement
COMMENT FORM



Additional Comments:

- 8) Closing of water wells for Ahwatukee area.
- 9) Lack of research on mines in the area
- 10) Cuts through 3 mountain ridges.
- 11) Decreases Ahwatukee lifestyle because it would end bike riding & jogging along Pecos Rd as well as eliminate Pecos Park.
- 12) Unnecessarily raised ramps at on & off ramps.
- 13) Affects natural movement of wildlife
- 14) Removes hundreds of homes & a dozen churches
- 15) Unlikely people from the East Valley that already has malls & hospitals will travel to the West Valley for shopping & healthcare or the people from West Valley traveling to East Valley for same.
- 16) Cost to taxpayers to prepare Super Fund site, to be safe for construction.

Solution:

- 1) Use State Road 387 at the south end of the Gila River reservation to 115th Avenue going North to connect with I-10.
- 2) Construct a freeway on 85 through Gila Bend for a truck bypass around Phoenix.

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

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
11	Groundwater	If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner would be compensated by drilling a new well according to State regulations/standards. (See text box on Final Environmental Impact Statement page 4-108.)
12	Geology	A search of the Arizona Mineral Industry Location System database, examination of aerial photographs and topographic maps, and field investigation were completed to identify mineral resources and mines in the Study Area. These efforts identified one gold mining claim, six unknown mining claims, and several mining features in the vicinity of the South Mountains. None of these mining claims or features are located within the proposed freeway alignment.
13	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
14	Design	The study has considered concepts for parallel multiuse paths, however the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.
15	Section 4(f) and Section 6(f)	There would be no impacts on Pecos Park (see Final Environmental Impact Statement pages 5-12 and 5-13).
16	Visual Resources	Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-169 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.
17	Biology, Plants, and Wildlife	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document

Code	Issue	Response
18	Neighborhoods/ Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
19	Traffic	Information related to origins and destinations of motorists that would use the proposed freeway is presented in Figure 3-18 on page 3-36 of the Final Environmental Impact Statement. The definition of freeway users considers only those motorists who travel through the South Mountains; so, motorists who begin their trips in Ahwatukee Foothills Village and travel east to Interstate 10 (Maricopa Freeway) or motorists who begin in Laveen Village and travel north to Interstate 10 (Papago Freeway) are not counted in the analysis. The analysis of origins and destinations shows that 73 percent of travelers would be involved in trips beginning or ending in the Study Area or areas immediately surrounding it. Seven percent of the trips would begin, end, or begin and end outside of the Maricopa Association of Governments region; ten percent would either begin or end in Pinal County.
20	Hazardous Materials	The corridor analysis revealed sites that would need further assessment during the property acquisition phase of the project, if an action alternative were to become the Selected Alternative. The Arizona Department of Transportation employs a phased approach to site assessment that allows time for cleanup of any sites found to have hazardous waste issues. The project team concluded from the level of analysis conducted during the environmental impact statement process that the types of sites likely to be acquired contain common hazardous waste issues like underground storage tanks, asbestos and lead paint in buildings, and other commonly found issues (see Final Environmental Impact Statement page 4-156). The Arizona Department of Transportation maintains a process for addressing these issues in accordance with all applicable environmental laws and regulations. Both the Van Buren Tank Farm and the West Van Buren Water Quality Assurance Revolving Fund site were identified and considered during development of the Draft Environmental Impact Statement (see pages 4-97 and 4-153 and the Draft Initial Site Assessment prepared for the proposed project.) These sites are primarily groundwater-impact sites, and groundwater is found at a depth of over 60 feet below the footprint of the Preferred Alternative. Given the separation distance between the adversely affected media (groundwater) and the construction zone (near surface in these locations), the project team determined that these sites would not pose a risk to construction or to the general public once the facility were completed. This assessment has been clarified in the Final Environmental Impact Statement on page 4-165.
21	Alternatives, Gila River Indian Community Alignment	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document

Code	Issue	Response
22	Alternatives	<p>The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Final Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.</p>

LOOP 202
South Mountain
Freeway Study

2013

Draft Environmental Impact Statement
COMMENT FORM

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

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

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

It is helpful to ADOT to receive comments on:

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

Comments must be received or postmarked by July 24, 2013. NO BUILD ON THE 202

1) The GRIC and Ahwatukee communities most affected by the Pecos alignment of the 202 are opposed to it. Those two communities would bear the brunt of the pollution, the hazardous waste and the lifestyle destruction.

2) Communities already in existence should not be destroyed in order to build up another community (Laveen).

3) ADOT should respect the Arizona taxpayers who would be adversely affected by this construction. Not only would the construction

(contd)

Optional

Name Charles J. Pate Email _____

Address 3162 E. Dry Creek Rd

City Phoenix State AZ Zip 85048

Phone _____ Fax _____

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

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

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Hazardous Materials	
3	Neighborhoods/Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
4	Neighborhoods/Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)

(Comment codes continue on next page)

Code	Comment Document
	<p>LOOP 202 South Mountain Freeway Study 2013</p> <p>Draft Environmental Impact Statement COMMENT FORM</p> <p>5 Additional Comments: <i>of this freeway harm businesses but it would entail reconfiguration of the egress and ingress to the I-10 and 202 to accommodate 8 lanes, causing terrible traffic congestion and costing millions of dollars.</i></p> <p>6</p> <p>7 4) <i>What would happen to Pecos Park already in existence and highly used by the community?</i></p> <p>8 5) <i>Of course, this would become a truck bypass with trucks, many of them from Mexico which lack pollution controls, polluting the air in the Ahwatukee and GRC communities.</i></p> <p>9</p> <p>10 6) <i>ADOT should consider an alternative truck bypass extending State Road 387 at the south end of the GRC reservation to 115th Ave going north to connect with I-10. Another solution would be to construct a freeway on the State Road 85 alignment through Gila Bend for a truck bypass around Phoenix.</i></p> <p>11</p> <p>ADOT TRACS No.: 2021 MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150</p> <p>ADOT U.S. Department of Transportation Federal Highway Administration</p> <p>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</p>

Code	Issue	Response
5	Acquisitions and Relocations	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix. Construction of the proposed facility would likely generate additional business and jobs in the corridor upon implementation because of the improved access it would provide.
6	Design	The Interstate 10/State Route 202 Loop (Santan Freeway) system traffic interchange was designed to accommodate the future connection of the South Mountain Freeway. No major reconstruction would be necessary at that location. The freeway construction staging plan for the area along Pecos Road would allow for keeping east-west travel open during construction. One side of the freeway would be constructed while traffic remained on Pecos Road. When complete, traffic would be shifted from Pecos Road to the new freeway. At that time, the other side of the freeway would be built. Therefore, traffic would be able to continue to operate as it currently does during construction. However, temporary detours may be needed during construction. (See Final Environmental Impact Statement page 3-27.)
7	Section 4(f) and Section 6(f)	There would be no impacts on Pecos Park (see Final Environmental Impact Statement pages 5-12 and 5-13).
8	Alternatives, E1 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
9	Trucks	
10	Purpose and Need, Truck Bypass	
11	Alternatives	The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Final Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: 202 Red Mountain Date: Monday, May 20, 2013 8:34:04 AM </p> <hr/> <p> From: MAGGIE O'DONNELL [mailto:maggiellen@msn.com] Sent: Friday, May 17, 2013 9:52 PM To: Projects Subject: 202 Red Mountain </p> <p>To whom it may concern,</p> <p>I BEG you to call it something other than another 202! Traffic reporters on the radio already can't seem to manage to call the Red Mountain and San Tan portions of the 202 by their names..."an accident on the 202 at _____" Come on! Give us a break. Many streets enter and exit both of them!</p> <p>Thanks for reading. Maggie Froncek</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

Code	Issue	Response
1	Design	The designation of State Route 202L has been determined by the State Transportation Board. Radio announcers would have the option of referring to the proposed freeway as the South Mountain Freeway to differentiate it from the Santan and Red Mountain freeways.

Code	Comment Document						
	<p data-bbox="376 431 913 479">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 499 1345 667"> <tr> <td data-bbox="376 499 857 570">INCOMING CALL DATE: 05/13/13</td> <td data-bbox="857 499 1345 570">INCOMING CALL TIME: 4:42 PM</td> </tr> <tr> <td data-bbox="376 570 857 620">CALLER: MARY KAE FRONHEISER</td> <td data-bbox="857 570 1345 620">CALLER ADDRESS: 1851 E. OXFORD DRIVE, TEMPE, AZ 85283</td> </tr> <tr> <td data-bbox="376 620 857 667">PHONE: 480-775-6077</td> <td data-bbox="857 620 1345 667">EMAIL:</td> </tr> </table> <p data-bbox="376 667 717 693">CALLER REMARKS/QUESTIONS:</p> <p data-bbox="376 697 1034 725">I support the construction of the South Mountain Freeway. Thank you.</p>	INCOMING CALL DATE: 05/13/13	INCOMING CALL TIME: 4:42 PM	CALLER: MARY KAE FRONHEISER	CALLER ADDRESS: 1851 E. OXFORD DRIVE, TEMPE, AZ 85283	PHONE: 480-775-6077	EMAIL:
INCOMING CALL DATE: 05/13/13	INCOMING CALL TIME: 4:42 PM						
CALLER: MARY KAE FRONHEISER	CALLER ADDRESS: 1851 E. OXFORD DRIVE, TEMPE, AZ 85283						
PHONE: 480-775-6077	EMAIL:						

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: All in Date: Monday, May 20, 2013 8:33:36 AM </p> <hr/> <p> From: david frost [mailto:frosty85234@yahoo.com] Sent: Friday, May 17, 2013 9:56 PM To: Projects Subject: All in </p> <p>Thanks</p> <hr/> <p> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<div style="display: flex; flex-direction: column; gap: 10px;"> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; text-align: center; line-height: 20px; margin: 5px;">1</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; text-align: center; line-height: 20px; margin: 5px;">2</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; text-align: center; line-height: 20px; margin: 5px;">3</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; text-align: center; line-height: 20px; margin: 5px;">4</div> <div style="display: flex; gap: 5px;"> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; text-align: center; line-height: 20px; margin: 5px;">5</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; text-align: center; line-height: 20px; margin: 5px;">6</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; text-align: center; line-height: 20px; margin: 5px;">7</div> </div> </div>	<p>From: Projects To: ADOT Subject: FW: Stop south Mountain Pecos alignment! Date: Thursday, May 30, 2013 8:09:58 AM</p> <hr/> <p>From: M Frost [mailto:frostyaz@hotmail.com] Sent: Wednesday, May 29, 2013 7:08 PM To: Projects Subject: Stop south Mountain Pecos alignment!</p> <p>Comment from citizens without any responsible action on the part of ADOT, makes this a download of information to the public there is no upward communication that commands respect and reaction from ADOT this is a just a complacent reply to public disapproval of this project. ADOT will do whatever it deems necessary. These meetings are also a waste of public monies as there is no one truly listening to the public opinion. It is a waste of time as this process is flawed!!! Please don't present it as an opportunity to change the process. You have not listened to the most cost effective plan. Following Riggs Road alignment. Geometrical symmetry is the only concern, well that and the waste of public funds paying for property that has been paid for before then sold and then bought again. (investigation into who profited is called for!) Schools, parks, homes, and destruction of environment will cost more because it was purchased at more than three times the cost of using existing easements and alignments previously paid for. Riggs is the only and most economical alignment Face the truth there are not that many trucks coming from the east valley. or those would travel existing West bound traffic. Again the Pecos Roads is merely a trucking rout, use Riggs road. double decker it. Stop the Pecos alignment!!That and other alternative routes cost less than a no build option. The engineers have gone political!!!! They are wasting tax money on symetry. This is truly a waste of public funds!</p> <p>M. Frost</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

Code	Issue	Response
1	Public Involvement	Public comments are a vital component in the decision-making process. Public comments have been solicited from project inception and through key milestones in the environmental impact statement process. The interests and needs of the public, along with all other social, economic, and environmental issues and impacts, must be fully analyzed and included in the Draft and Final Environmental Impact Statements. Comments made during development of the Draft Environmental Impact Statement have been used to adjust plans, explore new questions, or make changes—all within the scope of the National Environmental Policy Act. Public comments received on the Draft Environmental Impact Statement were reviewed and addressed in the Final Environmental Impact Statement. Public comments received on the Final Environmental Impact Statement will also be considered and addressed as appropriate. More information about the entire public involvement process is available in Chapter 6, <i>Comments and Coordination</i> , of the Final Environmental Impact Statement.
2	Alternatives	<p>A Riggs Road Alternative was considered. It would replace 51st Avenue south of its connection to Interstate 10 (Papago Freeway) for approximately 21 miles. It would then replace approximately 4 miles of Beltline Road in an easterly direction. At the Riggs Road/State Route 347 intersection, the alternative would replace approximately 3 miles of Riggs Road before connecting to Interstate 10 (Maricopa Freeway) (see Final Environmental Impact Statement page 3-9). While the Riggs Road Alternative would serve regional mobility needs, particularly of those living in the Maricopa area, meeting this travel demand would not address specific planning goals for an integrated regional transportation network. The <i>Regional Transportation Plan</i> identifies the proposed South Mountain Freeway as a critical link in the Regional Freeway and Highway System. The Riggs Road Alternative would not complete the Phoenix metropolitan area's loop system as part of State Route 202L, thereby causing substantial out-of-direction travel for motorists. Therefore, the Riggs Road Alternative would not meet the project's purpose and need criteria and was eliminated from further study.</p> <p>In addition, nearly two-thirds of any alternative using Riggs Road would be on Gila River Indian Community land. Tribal sovereignty is based in the inherent authority of Native American tribes to govern themselves. While this notion of sovereignty is manifested in many areas, generally Native American land is held in trust by the United States. Native American communities have the authority to regulate land uses and activities on their lands. States have very limited authority over activities within tribal land (see page 2-1 of the Final Environmental Impact Statement). From a practical standpoint, this means that the Arizona Department of Transportation and Federal Highway Administration do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or condemn tribal land for public benefit through an eminent domain process.</p>
3	Alternatives	While the City has some ability to control development through its zoning ordinances, the City does not have the authority to stop private land from being developed. The Arizona Department of Transportation was able to acquire large tracts of land along the Pecos Road alignment in the 1980s, but funding shortfalls kept the Arizona Department of Transportation from acquiring all of the needed land. Developers were aware of the potential freeway and made the decision to develop the land despite the risk that the freeway would eventually be built. Information related to freeway awareness and the responsibilities of the City of Phoenix, developers, and the Arizona Department of Transportation related to disclosure of the planning for the freeway is presented on page 4-13 of the Final Environmental Impact Statement.

Code	Comment Document

Code	Issue	Response
4	Alternatives	Information related to origins and destinations of motorists that would use the proposed freeway is presented in Figure 3-18 on page 3-36 of the Final Environmental Impact Statement. The definition of freeway users considers only those motorists who travel through the South Mountains; so, motorists who begin their trips in Ahwatukee Foothills Village and travel east to Interstate 10 (Maricopa Freeway) or motorists who begin in Laveen Village and travel north to Interstate 10 (Papago Freeway) are not counted in the analysis. The analysis of origins and destinations shows that 75 percent of travelers would be involved in trips beginning or ending in the Study Area or areas immediately surrounding it. Nine percent of the trips would begin, end, or begin and end outside of the Maricopa Association of Governments region; seven percent would either begin or end in Pinal County.
5	Purpose and Need, Truck Bypass	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
6	Alternatives	The double-deck option suggested in the comment would have similar benefits and impacts as the Bridge Alternatives evaluated in the Final Environmental Impact Statement (see pages 3-13 and 5-20). Options to build a bridge through or over the South Mountains were eliminated from further study because of incident management, constructibility and maintenance issues, future expansion limitations, substantially higher estimated construction costs, and undesirable intrusion-related impacts.
7	Alternatives, No-Action (No-Build) Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
	<p>From: Scout Frost To: Projects Subject: Stop south moutaon freeway! Date: Wednesday, May 29, 2013 6:26:33 PM</p> <hr/> <p>1 2 3 Wasting public funds and sacred lands. Smog in schools RIGGS ROAD alignment IS THE ONLY RESPONSIBLE SOLUTION!</p> <p>4 Sent from my iPhone</p>

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

Code	Comment Document
	<p>From: Scout Frost To: Projects Date: Wednesday, May 29, 2013 6:22:23 PM</p> <hr/> <div style="display: flex; flex-wrap: wrap;"> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin-right: 5px;">1</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin-right: 5px;">2</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin-right: 5px;">3</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">4</div> </div> <p>Stop this waste of public funds. NO ONE ADOT LISTENS TO THE OBJECTIONS FROM THIS COMMUNITY! Or at least no action comes of it. THIS IS A WASTE OF PUBLIC FUNDS AND TIME. The Riggs Road alignment is the compromised solution. Alignment is paid for double decker roadway is the most economical solution, more land will not have to be purchased or destroyed, smog will be removed from over schools and homes. Stop this travesty! Stop symmetry for symmetry sake M Frost Sent from my iPhone.</p>

Code	Issue	Response
1	Public Involvement	Public comments are a vital component in the decision-making process. Public comments have been solicited from project inception and through key milestones in the environmental impact statement process. The interests and needs of the public, along with all other social, economic, and environmental issues and impacts, must be fully analyzed and included in the Draft and Final Environmental Impact Statements. Comments made during development of the Draft Environmental Impact Statement have been used to adjust plans, explore new questions, or make changes—all within the scope of the National Environmental Policy Act. Public comments received on the Draft Environmental Impact Statement were reviewed and addressed in the Final Environmental Impact Statement. Public comments received on the Final Environmental Impact Statement will also be considered and addressed as appropriate. More information about the entire public involvement process is available in Chapter 6, <i>Comments and Coordination</i> , of the Final Environmental Impact Statement.
2	Purpose and Need, Lack of Support	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Alternatives	<p>A Riggs Road Alternative was considered. It would replace 51st Avenue south of its connection to Interstate 10 (Papago Freeway) for approximately 21 miles. It would then replace approximately 4 miles of Beltline Road in an easterly direction. At the Riggs Road/State Route 347 intersection, the alternative would replace approximately 3 miles of Riggs Road before connecting to Interstate 10 (Maricopa Freeway) (see Final Environmental Impact Statement page 3-9). While the Riggs Road Alternative would serve regional mobility needs, particularly of those living in the Maricopa area, meeting this travel demand would not address specific planning goals for an integrated regional transportation network. The <i>Regional Transportation Plan</i> identifies the proposed South Mountain Freeway as a critical link in the Regional Freeway and Highway System. The Riggs Road Alternative would not complete the Phoenix metropolitan area’s loop system as part of State Route 202L, thereby causing substantial out-of-direction travel for motorists. Therefore, the Riggs Road Alternative would not meet the project’s purpose and need criteria and was eliminated from further study.</p> <p>In addition, nearly two-thirds of any alternative using Riggs Road would be on Gila River Indian Community land. Tribal sovereignty is based in the inherent authority of Native American tribes to govern themselves. While this notion of sovereignty is manifested in many areas, generally Native American land is held in trust by the United States. Native American communities have the authority to regulate land uses and activities on their lands. States have very limited authority over activities within tribal land (see page 2-1 of the Final Environmental Impact Statement). From a practical standpoint, this means that the Arizona Department of Transportation and Federal Highway Administration do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or condemn tribal land for public benefit through an eminent domain process.</p>
4	Design	A double deck freeway would cost more to construct and maintain than a freeway alternative that would be at grade.

Code	Comment Document
	<p>Bailly, Becky</p> <hr/> <p>From: Scout Frost <frostyaz@hotmail.com> Sent: Wednesday, May 29, 2013 6:56 PM To: Projects Subject: No south mountain freeway!</p> <p>1 2 3 4</p> <p>Comment from citizens without any responsible action on the part of ADOT, this this a download of information to the public there is no upward communication that commands respect and reaction from ADOT this is a just a complacent reply to public disapproval of this project. ADOT will do whatever it deems necessary. These meetings are also a waste of public monies as there is no one truly listening to the public opinion. It is a waste of time as this process is flawed!!! Please don't present it as an opportunity to change the process. You have not listened to the most cost effective plan. Following Riggs Road alignment. Geometrical symmetry is the only concern, well that and the waste of public funds paying for property that I has been paid for before then sold and then bought again. Schools, parks, homes, and destruction of environment, will cost more because it was purchased at more than three times the cost of using existing easements and alignments previously paid for and more economical That and other alternative routes cost less than a no build option. The engineers have gone political!!!! This is truly a waste of public funds!</p> <p>M. Fro Sent from my iPhone</p> <p style="text-align: center;">1</p>

Code	Issue	Response
1	Public Involvement	Public comments are a vital component in the decision-making process. Public comments have been solicited from project inception and through key milestones in the environmental impact statement process. The interests and needs of the public, along with all other social, economic, and environmental issues and impacts, must be fully analyzed and included in the Draft and Final Environmental Impact Statements. Comments made during development of the Draft Environmental Impact Statement have been used to adjust plans, explore new questions, or make changes—all within the scope of the National Environmental Policy Act. Public comments received on the Draft Environmental Impact Statement were reviewed and addressed in the Final Environmental Impact Statement. Public comments received on the Final Environmental Impact Statement will also be considered and addressed as appropriate. More information about the entire public involvement process is available in Chapter 6, <i>Comments and Coordination</i> , of the Final Environmental Impact Statement.
2	Alternatives	<p>A Riggs Road Alternative was considered. It would replace 51st Avenue south of its connection to Interstate 10 (Papago Freeway) for approximately 21 miles. It would then replace approximately 4 miles of Beltline Road in an easterly direction. At the Riggs Road/State Route 347 intersection, the alternative would replace approximately 3 miles of Riggs Road before connecting to Interstate 10 (Maricopa Freeway) (see Final Environmental Impact Statement page 3-9). While the Riggs Road Alternative would serve regional mobility needs, particularly of those living in the Maricopa area, meeting this travel demand would not address specific planning goals for an integrated regional transportation network. The <i>Regional Transportation Plan</i> identifies the proposed South Mountain Freeway as a critical link in the Regional Freeway and Highway System. The Riggs Road Alternative would not complete the Phoenix metropolitan area's loop system as part of State Route 202L, thereby causing substantial out-of-direction travel for motorists. Therefore, the Riggs Road Alternative would not meet the project's purpose and need criteria and was eliminated from further study.</p> <p>In addition, nearly two-thirds of any alternative using Riggs Road would be on Gila River Indian Community land. Tribal sovereignty is based in the inherent authority of Native American tribes to govern themselves. While this notion of sovereignty is manifested in many areas, generally Native American land is held in trust by the United States. Native American communities have the authority to regulate land uses and activities on their lands. States have very limited authority over activities within tribal land (see page 2-1 of the Final Environmental Impact Statement). From a practical standpoint, this means that the Arizona Department of Transportation and Federal Highway Administration do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or condemn tribal land for public benefit through an eminent domain process.</p>
3	Alternatives	While the City has some ability to control development through its zoning ordinances, the City does not have the authority to stop private land from being developed. The Arizona Department of Transportation was able to acquire large tracts of land along the Pecos Road alignment in the 1980s, but funding shortfalls kept the Arizona Department of Transportation from acquiring all of the needed land. Developers were aware of the potential freeway and made the decision to develop the land despite the risk that the freeway would eventually be built. Information related to freeway awareness and the responsibilities of the City of Phoenix, developers, and the Arizona Department of Transportation related to disclosure of the planning for the freeway is presented on page 4-13 of the Final Environmental Impact Statement.
4	Alternatives, No-Action (No-Build) Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
<div style="display: flex; flex-wrap: wrap; gap: 5px;"> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; text-align: center; line-height: 20px;">1</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; text-align: center; line-height: 20px;">2</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; text-align: center; line-height: 20px;">3</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; text-align: center; line-height: 20px;">4</div> </div>	<p>Bailly, Becky</p> <hr/> <p>From: Scout Frost <frostyaz@hotmail.com> Sent: Wednesday, May 29, 2013 6:26 PM To: Projects Subject: Stop south moutaon freeway!</p> <p>Wasting public funds and sacred lands. Smog in schools RIGGS ROAD alignment IS THE ONLY RESPONSIBLE SOLUTION!</p> <p>Sent from my iPhone</p>

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

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4	Design	A double deck freeway would cost more to construct and maintain than a freeway alternative that would be at grade.

Code	Comment Document
1	<p data-bbox="428 445 789 526"> From: Projects To: ADOT Subject: FW: South Mountain Freeway Date: Friday, May 24, 2013 3:04:38 PM </p> <hr/> <p data-bbox="428 626 836 707"> From: Fujino, Mario [mailto:MFujino@azdes.gov] Sent: Friday, May 24, 2013 2:59 PM To: Projects Subject: South Mountain Freeway </p> <p data-bbox="428 741 1289 878"> The south mountain freeway needs to be built to improve the development of the valley. I live in the Southwest area of Phoenix and think the only way that this area can grow like the other parts of the valley is through building this freeway. Currently, there are no major shopping malls or car dealerships in the area. Building this freeway will be the only way these will come to the area and help the economy of Phoenix in the process. </p> <p data-bbox="428 943 789 1080"> Mario Fujino Arizona Department of Economic Security Department of Aging and Adult Services Phone: (602) 542-3268 Fax: (602) 542-6655 </p> <hr/> <p data-bbox="428 1165 1289 1282"> <small>NOTICE: This e-mail (and any attachments) may contain PRIVILEGED OR CONFIDENTIAL information and is intended only for the use of the specific individual(s) to whom it is addressed. It may contain information that is privileged and confidential under state and federal law. This information may be used or disclosed only in accordance with law, and you may be subject to penalties under law for improper use or further disclosure of the information in this e-mail and its attachments. If you have received this e-mail in error, please immediately notify the person named above by reply e-mail, and then delete the original e-mail. Thank you.</small> </p> <hr/> <p data-bbox="428 1346 1289 1413"> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p data-bbox="428 439 789 526"> From: Projects To: ADOT Subject: FW: South mountain freeway Date: Friday, May 24, 2013 2:58:02 PM </p> <hr/> <p data-bbox="428 626 864 741"> -----Original Message----- From: Mario Fujino [mailto:mario56562@yahoo.com] Sent: Friday, May 24, 2013 2:49 PM To: Projects Subject: South mountain freeway </p> <p data-bbox="428 753 811 782"> The south mountain freeway needs to be built </p> <hr/> <p data-bbox="428 862 1286 955"> Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments. </p>

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: 202 extension Date: Tuesday, July 23, 2013 8:15:21 AM</p> <hr/> <p>F.Y.I.</p> <p>Thank you,</p> <p>Salina Tovar Community Relations Officer 1655 W. Jackson St. MD 126F, Room 170 Phoenix, AZ 85007 602.712.4629 azdot.gov</p> <p>-----Original Message----- From: Donald Fuller [mailto:donjaneazco@gmail.com] Sent: Monday, July 22, 2013 7:42 PM To: Projects Subject: 202 extension</p> <p>I agree that 202 should be extended to create access to the west side, and relieve traffic thru downtown Phoenix.</p> <p>1 I disagree that it should replace Pecos Road. Laying a freeway over Pecos road will demolish over 300 private homes, ruin South Mountain, sacred to the tribe, plus Mountain Park Community Church, home to hundreds of good Christians. The church could not be replaced within 10-20 miles (where is the vacant land that would allow a church that size to be built?). The church's spacious auditorium is also a venue for entertainers and other non-church activities, best for miles around.</p> <p>2 3 4 5</p> <p>6 7 8 A freeway that is built this close to residences, schools, and churches will infest it will noise, pollution, and displace 1,000 or more citizens who moved to Ahwatukee because they loved the location. How many years would the residents endure noise, dust, and roadblocks and detours during construction?</p> <p>9 10 11 Who approved the construction of homes, schools, and churches along Pecos when plans were in place to build a freeway?</p> <p>12 13 I vote for having discussions with the Gila Rive Indian Community. Negotiate with them and offer generous monetary compensation for their land. Offer to build an urgent care center, community center; landscape with native trees and cactus. Perhaps the road could be recessed to provide relief from noise and sight pollution.</p> <p>14 Give some consideration for the thousands of people living and worshipping along Pecos road.</p> <p>I vote for pushing negotiations with the GRIC.</p> <p>Donald Fuller, Ahwatukee</p> <hr/> <p>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any</p>

Code	Issue	Response
1	Alternatives, E1 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Neighborhoods/Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
3	Neighborhoods/Communities	Final Environmental Impact Statement page 4-40, Table 4-12, shows that, at this stage of the design process, 112 single-family homes would be displaced, not 300, and that is for all of the E1 Alternative, not just along Pecos Road.
4	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Cultural Resources	
6	Noise	
7	Air Quality	
8	Neighborhoods/Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
9	Construction	The Arizona Department of Transportation is evaluating construction delivery methods for the proposed freeway. One concept is to deliver it as a single design-build project. This method would accelerate the construction duration for the entire project to around 3 to 3.5 years. Another concept would be to deliver the project in a more traditional method, breaking the 22-mile corridor into nine segments (each 1 to 3 miles long) and constructing them in phases. Each segment would be under construction for 1 to 3 years, and the total construction duration for the entire corridor would be 5 to 6 years. A discussion of construction implementation is provided beginning on page 3-59 of the Final Environmental Impact Statement. Any particular area of the Preferred Alternative would not be expected to see construction activities beyond an approximate 2-year period.
10	Construction	It is difficult to estimate construction-related noise levels because they depend on numerous factors, such as construction phasing, staging of equipment and materials, and work schedules. As reported on page 4-90 of the Final Environmental Impact Statement, construction noise levels during certain phases could be as high as 85 A-weighted decibels for short periods. As equipment would move on to other areas, noise levels would be lower. Where feasible, noise barriers would be constructed as early as possible during construction to shield adjacent properties from construction-related noise.

Code	Comment Document

Code	Issue	Response
11	Construction	To reduce the amount of construction dust generated, particulate control measures related to construction activities must be followed. The following mitigation measures would be followed, when applicable, in accordance with the most recently accepted version of the Arizona Department of Transportation <i>Standard Specifications for Road and Bridge Construction</i> (2008). Prior to construction and in accordance with Maricopa County Rule 310, Fugitive Dust Ordinance, the contractor shall obtain an approved dust permit from Maricopa County Air Quality Department for all phases of the proposed action. The permit would describe measures to control and regulate air pollutant emissions during construction (see page 4-173 of the Final Environmental Impact Statement).
12	Construction	The traffic projections for Chandler Boulevard (see Figure 3-12 on page 3-29 of the Final Environmental Impact Statement) do show a reduction with the proposed freeway when compared with conditions without the proposed freeway. The freeway construction staging plan for the area along Pecos Road would allow for keeping east-west travel open during construction. One side of the freeway would be constructed while traffic remained on Pecos Road. When complete, traffic would be shifted from Pecos Road to the new freeway. At that time, the other side of the freeway would be built. Therefore, traffic would be able to continue to operate as it currently does during construction. However, temporary detours may be needed during construction. (See Final Environmental Impact Statement page 3-27.)
13	Acquisitions and Relocations	It is not within a City's or State's right to deny building permits to developers who meet all requirements and want to develop their land. In 1996, the Maricopa Association of Governments Regional Council approved the Red Letter Process to provide early notification of potential development (including plans, zoning, and permits) in planned freeway alignments. In addition, the Arizona Department of Transportation works closely with Cities and Counties during the environmental impact statement process to encourage developers to reserve land for future transportation improvements. In some cases, when the developer is willing, the Arizona Department of Transportation has been able to purchase a portion of the land through advanced acquisition (see Final Environmental Impact Statement pages 3-53, 4-13, and 4-48).
14	Alternatives, Gila River Indian Community Alignment	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
	<p> From: Projects To: ADOT Subject: FW: Yes vote on loop 202 Date: Wednesday, May 22, 2013 10:52:37 AM </p> <hr/> <p> From: Kari Fumusa [mailto:karifumusa@cox.net] Sent: Tuesday, May 21, 2013 9:07 AM To: Projects Subject: Yes vote on loop 202 </p> <p> ADOT Loop 202 South Mountain Freeway Study 1655 W. Jackson Street MD126F Phoenix, AZ 85007 </p> <p> Attention to: study team panel </p> <p> I am writing in support and vote YES to the Loop 202 South Mountain Freeway, specifically the W59 alternative. </p> <p> As a Laveen resident I am forced to deal with congested traffic along on the Baseline corridor from 99th Ave to I10 . The severe lack of retail shopping, restaurants, medical facilities, and entertainment forces revenue and tax dollars to be driven outside of Phoenix as residents frequent Avondale, Tolleson, Chandler, Scottsdale, and Tempe to shop, dine, etc. This freeway and the socio-economic infrastructure it will bring to our community is desperately needed! </p> <p> After researching this issue, allow me to share some of the reasons I urge you to approve this freeway expansion: </p> <ul style="list-style-type: none"> • 64.3% of likely voters in Maricopa County support construction of this freeway • In a separate study, also commissioned by We Build Arizona, 59% of likely voters in Ahwatukee and Laveen Support this freeway as well. • It is time to end the commuter traffic jams and congestion we experience not having easy access to the freeway and connection of the East/West Valley.

Code	Issue	Response

Code	Comment Document
<p>1</p> <p>2</p>	<ul style="list-style-type: none"> If we don't build the South Mountain freeway, traffic in the region will get much worse over the next two decades. According to ADOT's own study: Traffic on the I-10 between Ahwatukee and Goodyear will grow 28% Another 103,000 cars will use Broadway Curve each day Another 38,000 cars will jam the Tunnel every day Morning and evening commute times will increase 39% to 82% Traffic congestion on city streets will increase 46% The same report indicates the project will also reduce air pollution by reducing the time vehicles spend stuck in traffic The project will create 30,000 jobs during the five to six year construction period and result in a \$2Billion investment in the Phoenix-area economy. The money to the build the freeway is in the budget, it was voted on and approved TWICE (1985 & 2004 respectively),we voted for the 1/2cent tax increase in 2004 to support the build. There is no more important project to the area's commuters and workers than the South Mountain Freeway project. Please vote to Build It NOW! <p>Please consider the following request when making your YES vote:</p> <ul style="list-style-type: none"> Design and construction of community value additions such as attractive sound barriers and a bike/running/pedestrian pathalong the length of the freeway as well as the use of Rubberized asphalt as per the ADOT's "Quiet Pavement Pilot Program" initiated in 2002. We have award winning examples in Tucson, AZ which received an excellence award in 2002 by the Federal Highway Administration (FHWA) for the Diamondback bicycle/pedestrian bridge as well as it's Intelligent Transportation Systems excellence award for ITS public-private partnership. Other examples are the Schuylkill Expressway in Philadelphia, the Rockville Parkway in DC, and the San Antonio,TX Freeway systems ranked best among largest US urban areas. <p>Thank you in advance for your vote of YES to support of this freeway!</p>

Code	Issue	Response
1	Visual	The Arizona Department of Transportation Roadside Development Section is responsible for assigning a wide range of standard treatment applications and wall materials, including color, to noise barriers and other structures. Typically the community where the wall will be constructed would work closely with its City Architect or planning department to decide on a theme for the wall. Usually, this can be accomplished by using the Arizona Department of Transportation standard applications. The process municipalities might take to achieve the desired aesthetic treatment of for noise barriers or other structures is explained on page 4-162 of the Final Environmental Impact Statement.
2	Design	The study has considered concepts for parallel multiuse paths, however the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.

Code	Comment Document
	<p data-bbox="571 431 677 459">Sincerely,</p> <p data-bbox="571 485 864 566">Matt and Kari Fumusa 2810 W. Harvest Groves LN Phoenix, AZ 85041</p> <hr data-bbox="428 792 1292 796"/> <p data-bbox="428 822 1292 889"><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

Code	Issue	Response

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="366 499 857 570">INCOMING CALL DATE: 5/15/13</td> <td data-bbox="857 499 1342 570">INCOMING CALL TIME: 3:01 PM</td> </tr> <tr> <td data-bbox="366 570 857 620">CALLER: JA FURR</td> <td data-bbox="857 570 1342 620">CALLER ADDRESS: GILBERT, AZ</td> </tr> <tr> <td data-bbox="366 620 857 671">PHONE:</td> <td data-bbox="857 620 1342 671">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support building that freeway. Thank you.</p>	INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 3:01 PM	CALLER: JA FURR	CALLER ADDRESS: GILBERT, AZ	PHONE:	EMAIL:
INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 3:01 PM						
CALLER: JA FURR	CALLER ADDRESS: GILBERT, AZ						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>From: Michelle Thompson To: ADOT Subject: FW: Proposed Pecos Alignment of the South 202 Date: Friday, May 03, 2013 9:41:12 AM</p> <hr/> <p>Michelle Thompson Senior Community Relations Officer 1655 W. Jackson St. MD: 126F Phoenix, AZ 85007 602.316.4057 azdot.gov</p> <hr/> <p>From: Beth Gagnon [mailto:beegee62@hotmail.com] Sent: Thursday, May 02, 2013 11:56 PM To: Projects Subject: Proposed Pecos Alignment of the South 202</p> <p>In all of the meetings, hearings, etc. that I have attended over the years to stay informed and express my opposition to the proposed South 202 truck bypass (because lets be real, it is not to aid in the commute to downtown Phoenix) my house was shown to sit in the "footprint" of homes that would be bought and destroyed by the State in the construction of the freeway. In looking at your recent "flyover" videos, however, it looks as though now the freeway will simply be in my backyard and my house will not be destroyed structurally, but financially, as it will no longer be worth a dime!</p> <p>Can you please clarify for me what the exact proposed future of my home is? My property is located at 3139 E. Redwood Court (the northwest corner of Pecos & 32nd street). Due to multiple health issues as well as the potential loss of my current employment, I need to know as much information as possible regarding my relocation options and the timeframes for acquisition of my property as soon as possible.</p> <p>Thank you for your assistance in this matter.</p> <p>Beth Gagnon</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>
2	
3	
4	

Code	Issue	Response
1	Purpose and Need, Truck Bypass	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Neighborhoods/Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
3	Economics, Socioeconomics	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138-47; "Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor"). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
4	Acquisitions and Relocations	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p> <p>The address noted in the comment would be located outside of the current right-of-way footprint for the proposed freeway. Aerial maps showing the proposed freeway (W59 and E1 Alternatives) are accessible at the project Web site: <azdot.gov/southmountainfreeway>.</p>

Code	Comment Document
	<p>ADOT Loop 202 South Mountain Freeway Study 1655 W. Jackson Street MD126F Phoenix, AZ 85007</p> <p>Dear ADOT ,</p> <p>I am a member of PARC and currently working in the health care profession in Central Phoenix. I am concerned about the many issues not sufficiently addressed or omitted in the recent DEIS and would like this entered into the public comment section of the process:</p> <p><i>Issues not raised or not fully studied in DEIS are as follow</i></p> <ul style="list-style-type: none"> • Direct impact to autism cause by highways close to kids. Recent evidence in 2013 should be added into the impact • DEIS does not have accurate and up-to-date 2013 2012 asthma and autism impacts growing in metro Phoenix nor updates to impacts of highway 51 health issues we see from folks living 1 mile for freeways. DEIS need to go back and review current health impacts of existing highways air quality an EPA air violations . Then DEIS needs to model the impact of the growth projections on worsening the air and health risks. Population growth alone will estimate a sever worsening of health risks and cause air quality to be worse than EPA standards in 43 ave 51 ave zip 85045 85048 GRIC and laveen. Major flaw in such a study since it does not estimate these issues accurately for 2014 -2016 growth in toxic air and worsen health counts and health symptoms that the doctors and hospitals see now up for 2013. • Must better study for impacts top current and future residents and school kids who's play area and day cares will be less than ¼ of a mile from traffic • Did the study add in the additional traffic due to the building of the premium outlet mall at highway 10 and 202. This substantial increase in polluting traffic needs to be in the study. Not avoided since they exit the highway. • Blasting thru south mountain will cause religious and racial discrimination and civil rights violations in SMF DEIS • Is it legal to destroy burial rights and petroglyphs and Indian artifacts in the line of demolition. If DEIS does not really go on Indian land and it does not protect their adjacent artifacts is it accurate and inclusive. DEIS should study all the true direct and indirect impacts to the highway on AIRFA passed in 1978 is not being followed. • Truck traffic from Mexico and high sulfur diesel and benzene levels will be worse than study portrays. The DEIA clearly does not model the additional air pollution for this traffic. • This highway will not improve the air quality for phoens . DEIS does not model the future impact. Our city will be in violation of Clean air Act. Also will worsen west and south phoenix air. • There is no serious discussion or consideration in the DEIS of the 2005 monitoring of toxic chemicals (present air toxins) . This 2005 study conducted by EPA and ADEQ in joint effort with JATAP showed results reported in 2006 showed emission from traffic were already (in 2006) above the standard of 1 million chance of cancer in a life time of exposure in west an south phoenix and GRIC. This need new data for 2007 2008 2009 2010 2011 2012 2013 since air and traffic are now worse. To not have DEIS study this is unethical and flawed. • Jatap monitoring already found formaldehyde at 34 times the standards. • Benzene at 8 times the standard, butadiene 1 and 3 7.5 times the standard, acetaldehyde at 3.4 times the standard, our residents are being exposed to these entire carcinogens not just one. DEIS must study the combined effects of these current carcinogenic mixed compounds on Health. And then study the new higher levels of all of the above thru 2013. Then model and project the added compounds of ultrafine and fine particulates. • DEIS does not mention hazmat transportation issues a risk of tanked from Mexico. Must redo the study for this • Ozone levels and exceeding the parts per million set by EPA and the clean air act and not considered. Postponing EPA enforcement standards must be reconsidered to do a true DEIS . Also explaining that dust storms cause all this is not accurate. Modeling of today's levels need to be updated and • Congestion and future traffic counts not molded correctly and congestion on west I 10 on ramps not designed correctly to handle traffic volumes. ADOTS past modeling results have been inaccurate and realistic . We need better and realistic quality data inputs into the study. 2012 and 2013 traffic pattern data not updated in the study. Must relook at peak traffic from April 2013 as look at current air quality EPA violations. • Sulfur and benzene test stations should be set up to get accurate 2013 air quality reading in laveen GRIC and 85045 85048 zip codes. <p>Sincerely, <i>Family W Gallagher - Member of PARC</i></p> <p><i>I Do Agree with the contents of This letter We need To STOP 202 South Mountain Freeway you make →</i></p>

Code	Issue	Response
1	Health Effects	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Traffic	<p>The traffic projections used in the traffic analysis are from the Maricopa Association of Governments regional travel model, as certified by the Federal Highway Administration and reviewed by the U.S. Environmental Protection Agency for air quality conformity (see Draft Environmental Impact Statement page 3-27). Traffic projections are regularly updated by the Maricopa Association of Governments. The traffic projections in the Draft Environmental Impact Statement are from a model adopted in 2011. When the Maricopa Association of Governments adopts new socioeconomic projections and traffic projections, it will be reflected in the study documents. Key model inputs used to forecast travel demand included (see Table 3-7 on Draft Environmental Impact Statement page 3-27):</p> <ul style="list-style-type: none"> • socioeconomic data based on the adopted general plans of Maricopa Association of Governments members, which includes projected growth in population, housing, and employment (including proposed commercial centers), along with economic forecasts and the existing and planned transportation infrastructure as identified by Maricopa Association of Governments members • the anticipated average number of vehicle trips within the region (including those to and from the region's households) on a daily basis (this number is tracked regularly by the Maricopa Association of Governments) • the distribution of transportation modes used by travelers in the Maricopa Association of Governments region (also tracked regularly by the Maricopa Association of Governments) • the capacity of the transportation infrastructure to accommodate regional travel • the future transportation infrastructure established using <i>Regional Transportation Plan</i>-planned projects and improvements and from known arterial street network improvements assumed to be made by the County, Cities, and private developers <p>The Maricopa Association of Governments approved new socioeconomic projections in June 2013. The new data are presented in the Final Environmental Impact Statement (see page 1-11). Although slower growth in total vehicle miles traveled was noted, the need for the freeway did not change. The revised traffic analysis validated that the proposed project is needed today.</p>

Code	Comment Document
13 14	<p>Sick For sake of money etc. There are other Routes for Mega Truck route being currently used</p> <p>Thank you</p> <p>Randy Gallagher</p> <p>16641 S. 27th Ln.</p> <p>Phoenix, AZ 85045</p> <p>6/23/13</p> <p>To Adert certified</p>

Code	Issue	Response
3	Cultural Resources	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p> <p>As discussed on page 4-147 of the Draft Environmental Impact Statement, a programmatic agreement was developed for the project to establish a process for consultation, review, and compliance with federal and State preservation laws as the effects of the project on historic properties become known. The programmatic agreement states that any data recovery on federal lands necessitated by the project must be permitted under the Archaeological Resources Protection Act in accordance with the federal land-holding agency and that, in the event any data recovery for the project should take place on tribal lands, all applicable permits would be obtained. Because the project is proposed, a programmatic agreement is in place to address data recovery on federal and tribal lands, and no excavations have yet occurred. The proposed freeway is and will continue to be in compliance with the Archaeological Resources Protection Act.</p>
4	Environmental Justice/Lifestyle	<p>The Draft Environmental Impact Statement describes a decade-long consultation and coordination effort led by the Arizona Department of Transportation and the Federal Highway Administration with the Gila River Indian Community and other Native American tribes. As a result of the consultation, the cultural importance of the South Mountains is acknowledged in the Draft Environmental Impact Statement in several locations, notably page 5-26. The proposed project would accommodate and preserve (to the fullest extent possible from the available alternatives) access to the South Mountains for religious practices.</p> <p>Section 106 of the National Historic Preservation Act requires a government-to-government relationship between the Federal Government and Indian tribes as described beginning on page 4-140 of the Final Environmental Impact Statement. Section 106 requires federal agencies take into account the effects of their undertakings on historic properties and requires consultation with tribal authorities. Consultation has occurred with Gila River Indian Community government officials, the Tribal Historic Preservation Officer, the Cultural Resource Management Program, other tribes, and the State Historic Preservation Office and has led to concurrence from the Gila River Indian Community Tribal Historic Preservation Office and the State Historic Preservation Office on National Register of Historic Places eligibility recommendations (including traditional cultural properties like the South Mountains), project effects, and proposed mitigation and measures to minimize harm. This consultation has been ongoing and will continue until any commitments in a record of decision are completed.</p> <p>The section entitled <i>Title VI and Environmental Justice</i>, beginning on page 4-29 in the Draft Environmental Impact Statement, presents acceptable methods, data, and assumptions to assess the potential for disproportionately high and adverse effects from the proposed action on environmental justice populations and disparate impacts to populations protected under Title VI. Based on the content of the section, no such effects would result from the action alternatives.</p> <p>In light of comments received on the Draft Environmental Impact Statement, the above-referenced conclusions were confirmed in the preparation of the Final Environmental Impact Statement. To provide further clarity, the discussions of environmental justice and Title VI were separated and additional text explaining the relationship of environmental justice and Title VI to various environmental elements was added throughout Chapter 4, <i>Affected Environment, Environmental Consequences, and Mitigation</i>, as exemplified by the inserted text on page 4-29 of the Final Environmental Impact Statement.</p>

Code	Comment Document

Code	Issue	Response
5	Trucks	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
6	Air Quality	
7	Air Quality	<p>Summary information about the findings of the Joint Air Toxics Assessment Project study is provided as background information in the Draft and Final Environmental Impact Statements, but the study itself is not relevant to the type of analysis done pursuant to the Federal Highway Administration’s mobile source air toxics guidance, which is an emissions analysis. Monitored ambient concentrations of mobile source air toxics (the focus of the Joint Air Toxics Assessment Project) do not inform this type of analysis. While monitoring data can be useful for defining current conditions in the affected environment (to the extent that the monitoring data are current), they don’t tell us anything about future conditions, or the impacts of the project itself, which is why an emissions analysis was performed. The mobile source air toxic analysis presented beginning on page 4-77 of the Final Environmental Impact Statement is an estimated inventory of mobile source air toxic emissions for the entire Study Area for 2025 and 2035. This approach was used because the inventory estimate accounts for changes in traffic and emissions on all roadways affected by a proposed project, and would, therefore, be a more reliable predictor of changes in exposure to mobile source air toxics.</p> <p>The Draft and Final Environmental Impact Statements present information and analysis about the proposed action and the enhanced conditions when compared against the No-Action Alternative and would not cause significant adverse effects. The Federal Highway Administration and Arizona Department of Transportation Draft and Final Environmental Impact Statements account for the potential effects when considering both adverse and beneficial impacts. The Draft and Final Environmental Impact Statements provide in-depth discussion of potential air quality impacts of the proposed alternatives.</p> <p>The carbon monoxide analysis presented on page 4-65 of the Draft Environmental Impact Statement and updated on page 4-75 of the Final Environmental Impact Statement represents projected carbon monoxide concentrations along the project corridor, including those proposed interchange locations along the South Mountain Freeway corridor. The Arizona Department of Transportation also conducted a quantitative particulate matter (PM₁₀) hot-spot analysis that is discussed on page 4-76 of the Final Environmental Impact Statement. Both of these analyses demonstrate that the health-based National Ambient Air Quality Standards for carbon monoxide and particulate matter (PM₁₀) would not be exceeded at worst-case locations along the project corridor.</p> <p>The emission modeling developed for the proposed action showed that for the mobile source air toxics study area, there would be little difference in total annual emissions of mobile source air toxics emissions between the Preferred and No-Action Alternatives (less than a 1 percent difference) in 2025 and 2035. With the Preferred Alternative in 2035, modeled mobile source air toxics emissions would decrease by 57 percent to more than 90 percent, depending on the pollutant, despite a 47 percent increase in vehicle miles traveled in the Study Area compared with 2012 conditions (see discussion beginning on page 4-77 of the Final Environmental Impact Statement).</p>

(Response 7 continues on next page)

Code	Comment Document
	<p>Name: Sheri Gallagher - PARK Member Street Address: 110641 S. 27th Ln. City, State, Zip Code: PHX, AZ 85045 Date: 6/23/13 To: ADOT Attn: Mountain Free way Study. Street Address: 1655 W. Jackson St. MD 126F City, State, Zip Code: Phoenix, AZ 85007</p> <p>Dear representative of <u>ADOT</u>:</p> <p>I am writing to state my <u>opposition</u> for the proposed expansion of Loop 202/South Mountain Freeway (SMF).</p> <p>1 This project has been under consideration since 1983, when oil and fuel prices were inexpensive. At a present time when volatility of the oil industry incurs an ever-rising cost of fuel prices to consumers, the proposed project is outdated in its purpose at a critical time when transportation decisions should address the increasing temperatures of urban cities.</p> <p>2</p> <p>3 4 5 The two currently proposed routes for the freeway are less than a mile apart. Both will have the same harmful effects on the Gila River Indian Community's (GRIC) air quality, health and traditional cultural properties. The on-reservation alignment will result in a loss of approximately 600 acres of tribal land, and the forced relocation of O'odham families.</p> <p>6 The off-reservation alignment would gouge a 40-story high, 200-yard wide cut into South Mountain, which is sacred to all four O'odham tribes. South Mountain is also significant to the larger Phoenix area due to it being the largest city park in the United States. Laveen and Ahwatukee residents would ultimately be affected by air and noise pollution, as well as the inevitable devastation of numerous local businesses, homes and a church in the line of the proposed route.</p> <p>7 8 9</p> <p>10 The Sierra Club Report "The Best and Worst in Transportation Investments" listed SMF as one of the worst projects in the United States based on oil, environmental, health, economic, and land use impacts. The freeway would impose on a critical wildlife corridor for various threatened desert animals and fragile ecosystems unique to both the Estrella and South Mountain ranges.</p> <p>11</p> <p>12 I want to advocate "No Build" as the only option that preserves the environment, health of GRIC, respects O'odham traditions, and is also beneficial for Laveen and Ahwatukee residents.</p> <p>Sincerely,</p> <p><u>Sheri Gallagher</u> Member of PARK</p> <p>Also, I believe the DEIS study has not addressed the many aspects of the added pollution of a freeway as Ahwatukee is, in fact, a "bowl" and →</p>
7	

Code	Issue	Response
1	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Heat Island	As buildings, parking lots, roads, and other infrastructure replace open land and vegetation, an urban heat island may result. The heat island effect is of a regional nature and, therefore, there is no requirement to analyze potential impacts and no possibility of determining the localized contribution at the project level to the regional heat island effect. It is likely, however, that a proposed project such as the South Mountain Freeway would be a minor contributor to the overall issue.
3	Alternatives	There is only one action alternative studied in detail in the Eastern Section of the Study Area in the Draft and Final Environmental Impact Statements. While an alignment on Gila River Indian Community land was considered, it was ultimately eliminated from detailed study (see page 3-24 of the Final Environmental Impact Statement). The Community Alignment, as depicted in Figure 3-11 on page 3-25 of the Final Environmental Impact Statement would not result in the relocation of any residences on Gila River Indian Community land.
4	Health Effects	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Cultural Resources	
6	Section 4(f) and Section 6(f)	
7	Air Quality	
8	Noise	
9	Acquisitions and Relocations	
10	Sierra Club Report	The Arizona Department of Transportation and the Federal Highway Administration respectfully disagree with the referenced Sierra Club Report. As noted in the Final Environmental Impact Statement, when compared with the No-Action Alternative, the Preferred Alternative would result in less energy consumption (page 4-172), regional improvements to air quality (page 4-74) that would be expected to produce health benefits, and economic benefits of reducing regional traffic congestion (page 4-65), and would be consistent with local and regional long-range planning efforts (page 4-18).
11	Biology, Plants, and Wildlife	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
12	Alternatives, No-Action (No-Build) Alternative	

Code	Comment Document
4	<p data-bbox="289 344 1466 796">pollution would collect worse than the 101 HWY or the 302 as they are <u>not</u> between mountain ranges. also, the particulate matter would adversely affect the Ahwahukee residents, especially the children! I agree with the statements in this letter fully!</p> <p data-bbox="646 816 1134 963">Shelley Gallagher</p>

Code	Issue	Response

Code	Comment Document
	<p data-bbox="459 344 515 368">4242</p> <div data-bbox="459 399 1339 1655" style="border: 1px solid black; padding: 5px;"> <p data-bbox="478 439 1324 747">1 of our 2,600 members, the greater Phoenix Chamber of 2 Commerce agrees it is time to build the South 3 Mountain Freeway. We support investments in 4 transportation projects that will improve mobility 5 and contribute to economic development, environmental 6 quality and jobs. We need the jobs, and we want the 7 investment.</p> <p data-bbox="478 774 1324 1036">8 It's time to relieve the congestion in 9 the southern portion of our metropolitan region, and 10 allow for free movement of people and commerce. As 11 we supported it 25 years ago, we support it again 12 today. Thank you so much for the opportunity to 13 provide comment.</p> <p data-bbox="478 1062 1324 1130">14 THE FACILITATOR: Thank you. Kate 15 Gallego.</p> <p data-bbox="478 1157 1324 1514">16 MS. GALLEGO: Hello, I'm Kate Gallego, 17 South Mountain resident. Former chair of the 18 Environmental Quality Commission in Phoenix, and I'm 19 here in support of the freeway. I think it will 20 relieve congestion and stop some of the cut-through 21 traffic. It will bring important economic 22 development to Laveen and job creation, creating over 23 30,000 jobs.</p> <p data-bbox="478 1540 1324 1608">24 It's an important part of our 25 transportation network. It needs to be part of a</p> </div> <p data-bbox="1236 1665 1339 1689" style="text-align: right;">Page 56</p> <p data-bbox="491 1709 1324 1766" style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>1 multi-modal network, so we need commuter rail. I</p> <p>2 hope eventually we will have light rail coming up to</p> <p>3 Baseline and then to -- to connect with this freeway,</p> <p>4 so we do need all forms of public transportation, but</p> <p>5 we need this freeway.</p> <p>6 Thank you.</p> <p>7 THE FACILITATOR: Thank you.</p> <p>8 Alexander Soto.</p> <p>9 If you'd like to speak, please go out to</p> <p>10 the registration desk, get registered, and we'll have</p> <p>11 your name up here.</p> <p>12 Thank you.</p> <p>13 MR. SOTO: I'm Alex. So go?</p> <p>14 (Speaks in foreign language) Alex Soto,</p> <p>15 (speaks in foreign language), I'm from the community</p> <p>16 cells of the Tohono O'odham Nation. I currently live</p> <p>17 here in Phoenix, Arizona, and I'm here to comment</p> <p>18 against this freeway.</p> <p>19 Overall, this South Mountain Freeway is an</p> <p>20 attack on my civil rights as an indigenous person.</p> <p>21 And the lack of cultural consideration that is in</p> <p>22 this EIS is shocking. It is a fact that, I know</p> <p>23 there's a lot of civil rights statutes and protocol</p> <p>24 that an EIS would include towards communities of</p> <p>25 color, in particular ones that have been historically</p>
	<p>Page 57</p> <p>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

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

INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 12:45 PM
CALLER: LEO GAMBIDORO	CALLER ADDRESS: 1331 EAST [UNCLEAR] DRIVE, CHANDLER, ARIZONA 85249
PHONE: 480-883-8871	EMAIL:

CALLER REMARKS/QUESTIONS:

I am in 100% support of that new 202 Loop way. Glad to see it come alive, thank you.

1

Code	Issue	Response
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1		Comment noted.
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Code	Comment Document						
<p style="text-align: center;">1</p>	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 506 1345 667"> <tr> <td data-bbox="376 506 860 572">INCOMING CALL DATE: 5/18/13</td> <td data-bbox="860 506 1345 572">INCOMING CALL TIME: 3:00 PM</td> </tr> <tr> <td data-bbox="376 572 860 620">CALLER: JANAE GANAL</td> <td data-bbox="860 572 1345 620">CALLER ADDRESS: PARADISE VALLEY, AZ</td> </tr> <tr> <td data-bbox="376 620 860 667">PHONE:</td> <td data-bbox="860 620 1345 667">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I am in favor of the freeway, ah the South Mountain Freeway. Thank you.</p>	INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 3:00 PM	CALLER: JANAE GANAL	CALLER ADDRESS: PARADISE VALLEY, AZ	PHONE:	EMAIL:
INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 3:00 PM						
CALLER: JANAE GANAL	CALLER ADDRESS: PARADISE VALLEY, AZ						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<div style="display: flex; flex-direction: column; align-items: center;"> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; margin-bottom: 5px; display: flex; align-items: center; justify-content: center;">1</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; margin-bottom: 5px; display: flex; align-items: center; justify-content: center;">2</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; margin-bottom: 5px; display: flex; align-items: center; justify-content: center;">3</div> </div>	<p>From: Projects To: ADOT Subject: FW: Loop 202 Date: Monday, July 15, 2013 8:05:17 AM</p> <hr/> <p>Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov</p> <p>-----Original Message----- From: Larry Ganann [mailto:larry.ganann@cox.net] Sent: Sunday, July 14, 2013 4:09 PM To: Projects Subject: Loop 202</p> <p>We are residents of South Mountain since 2003. We have patiently watched the deliberations regarding the ultimate route of the 202 extension to our south. It is hard to imagine that a highway could be built so close to existing residences, schools, churches and businesses, negatively impacting the entire community, when open desert land is available immediately adjacent to the Pecos route. How is it possible that a negotiation could not solve this issue to the benefit of all parties. Is it money? Is it native american self-determination? Is it obstinacy on the part of the DOT?</p> <p>We are very concerned that the entire area will be changed forever because of a needed highway. Certainly there are instances when no options exist and the communities affected simply bend to the needs of the larger community. When options are available it seems shameful to not consider those who affect the fewest.</p> <p>Respectfully,</p> <p>Larry Ganann 15023 S. 21st Place Phoenix 85048</p> <hr/> <p>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</p>

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

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 05/13/13</td> <td data-bbox="857 506 1339 572">INCOMING CALL TIME: 4:59 PM</td> </tr> <tr> <td data-bbox="376 572 857 620">CALLER: JOSE GARCIA</td> <td data-bbox="857 572 1339 620">CALLER ADDRESS:</td> </tr> <tr> <td data-bbox="376 620 857 669">PHONE:</td> <td data-bbox="857 620 1339 669">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: Hi. I'm calling about support for the freeway, for the Loop 303 going through the South Mountain. I'd really like you guys to go ahead and finish that project, or even start the project. It's going to be a great relief on traffic so if you could go ahead and start that project that would be great. Thanks. Bye.</p>	INCOMING CALL DATE: 05/13/13	INCOMING CALL TIME: 4:59 PM	CALLER: JOSE GARCIA	CALLER ADDRESS:	PHONE:	EMAIL:
INCOMING CALL DATE: 05/13/13	INCOMING CALL TIME: 4:59 PM						
CALLER: JOSE GARCIA	CALLER ADDRESS:						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: Build the South Mountain Freeway Date: Tuesday, May 14, 2013 9:46:48 AM </p> <hr/> <p> From: Jim Gardner [mailto:jimgardner1947@gmail.com] Sent: Friday, May 10, 2013 10:24 AM To: Projects Cc: info@buildthe202.com Subject: Build the South Mountain Freeway </p> <p>Build the south mountain freeway help reduce congestion and help lower pollution caused by delaying traffic. Thank you, Jim Gardner</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>4420</p> <p>1 So in conclusion, I guess, I just want to 2 make sure that -- that all these comments against the 3 freeway are realized and heard, and I want to make sure 4 that this project does not go through to the highest 5 bidder or whoever. It's become a private project anyway. 6 It's all about money at this point. And I want to see the 7 streets improved. I want to see more bike lanes. I want 8 to see Complete Streets passed and moved forward with. 9 And I support Mayor Stanton, in that I do not support the 10 202 Freeway.</p> <p>11 Thank you very much. I appreciate your 12 willingness to hear my comments.</p> <p>13 If you could add something to that, one of 14 the pro-202 speakers mentioned that we need a freeway in 15 order to build a hospital in Laveen. And I believe the 16 complete opposite is true. We need a hospital in Laveen 17 before we build a freeway. We don't need a freeway to get 18 to a hospital.</p> <p>19 That's all.</p> <p>20 MS. GARZA: Well, my name is Anna Garza, 21 A-n-n-a, G-a-r-z-a. I am a living resident in ZIP Code 22 85239. And I'm here to share my comments.</p> <p>23 I feel it is time to build the South 24 Mountain Freeway. Our Valley commuters have waited long 25 enough. In the meantime, we are -- we have traffic jams,</p> <p style="text-align: right;">Page 6</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
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1 a lot of congestion as our community grows. The freeway
 2 would help cut the congestion in an area, reduce air
 3 pollution. 64 percent of the voters voted it in, and we
 4 are still waiting.

5 Traffic on the I-10 between Ahwatukee and
 6 Goodyear will grow about 20 percent and will have another
 7 10 -- 103,000 cars that will use the Broadway curve each
 8 day. Another 38,000 cars will jam the tunnel every day.
 9 Morning and evening commute times will increase by
 10 40 percent to almost 82 percent, and traffic congestion on
 11 the city streets will increase by 46 percent unless they
 12 build the freeway.

13 The project will create approximately 30,000
 14 jobs during the five to six-year period -- construction
 15 period and can -- will result in a 2 billion investment in
 16 the Phoenix area economy. The building -- the money to
 17 build the freeway is already in the budget and was
 18 approved by voters twice; first in 1985 and again in '04.

19 So there is no more important project to the
 20 area's commuters and workers than the South Mountain
 21 Project Freeway. So we must build it now.

22 MR. KUEFER: William, last name K-u-e-f,
 23 like Frank, -e-r.


24 Okay. I live in Laveen. And I'm very much
 25 in favor of the proposed Freeway Extension 202.

Code	Issue	Response
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Code	Comment Document
<p>1</p>	<p>Jezanna Garza Document Created: 7/18/2013 12:24:16 PM by Web Comment Form</p> <p>With the continuous expansion of the west valley a 202 extension becomes an essential part of the growth of the Phoenix area. I live in the Laveen area and often commute to different areas around town, I fully support the expansion project and urge you to look at the positive impact this will have on the community at large. The environmental factors while a primary concern for many are fully addressed through this proposal and by eliminating travel barriers and restrictions for people from every city the highly populated areas will be positively impacted as well. The population growth is not going to change as a result of this expansion and the additional convenience will only allow for increased satisfaction amongst residents.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>LOOP 202 <i>South Mountain</i> Freeway Study 2013</p> <p>Draft Environmental Impact Statement COMMENT FORM</p> <p>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process. ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation. When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</p> <div style="border: 1px solid black; padding: 5px;"> <p>It is helpful to ADOT to receive comments on:</p> <ul style="list-style-type: none"> • A particular alternative, environmental impact assessment, and/or draft mitigation. • Any information you feel is incomplete or incorrect. • How the proposed action would affect you. </div> <p>Comments must be received or postmarked by July 24, 2013.</p> <p>1 <u>I am against this freeway, both on Pecos Rd. or</u> <u>on the Gila River Community. My reason is air</u> 2 <u>quality. I know that the wind blows across</u> <u>my property from the south and on through</u> <u>towards South Mountain Park. I live one</u> <u>block north of E Chandler Blvd., and I feel</u> <u>that the pollution from both cars and</u> <u>trucks will directly affect my quality of</u> <u>life here in the Ahwatukee Foothills.</u></p> <p>Optional Name <u>PATRICIA SEARHART</u> Email <u>artzy@cox.net</u> Address <u>2017 C CATHEDRAL ROCK DRIVE</u> City <u>PHOENIX</u> State <u>AZ</u> Zip <u>85048</u> Phone <u>480-460-3439</u> Fax _____</p> <p>Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007</p> <p>ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150</p> <p>ADOT  FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</p>

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

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: Proposed Loop 202 Date: Friday, July 19, 2013 1:10:53 PM Attachments: image001.png Importance: High</p> <hr/> <p>Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov </p> <hr/> <p>From: Jeffrey Gearhart [mailto:jghmc@msn.com] Sent: Friday, July 19, 2013 12:59 PM To: Projects Cc: jghmc@msn.com Subject: Proposed Loop 202 Importance: High</p> <p>As a homeowner in the Ahwatukee Foothills I am vehemently against building the loop 202 Freeway anywhere in the pristine Ahwatukee Foothills. The Environmental Impact study cannot compare the Broadway Curve to the Ahwatukee Foothills. Pollution, smog, and dust from Tractor Trailers and automobiles would be trapped within the Foothills, plus damage homes and diminish their worth. More importantly have a significant adverse effect on the Children who live and attend schools in the Foothills.</p> <p>I moved to Phoenix from Los Angeles in 2002, and quickly noticed how lack of planning and apparent knee jerk reactions led to freeways being outdated immediately after they were built. Now you want to do it again.....so that a few can profit from the proposed loop 202. The City of Phoenix will not profit from this build, it will only be a detractor for the City and Ahwatukee Foothills.</p> <p>My understanding is that South Mountain is sacred ground to the Native American Communities within the proposed Loop 202. Routing traffic through or around South Mountain will also destroy the history and Culture of our Native America neighbors.</p> <p>Learn from your previous mistakes 60, I-143, I-17, and the I-303 Freeway to nowhere.</p> <p><i>Jeffrey Gearhart</i></p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution</small></p>

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Code	Issue	Response
1	Visual Resources	Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-169 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.
2	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Air Quality	According to the Arizona Department of Transportation, 2013, <i>Air Quality Assessment South Mountain Freeway 202L Draft Report</i> , review of wind data from the Gila River Indian Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows and stable atmospheric conditions, wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns tend to flow from the east to the lower elevations along the Gila River. During the warmer hours' improved mixing, flows typically follow the river channel and come from the north and northwest. Likewise, during a 1-month-long meteorological monitoring period (November 20, 2006, through December 21, 2006) at Pecos Road and 40th Street and a second 1-month-long monitoring period at Pecos Road and 24th and 40th streets (April 19, 2007, through May 21, 2007), winds during the morning hours typically were from the northeast. During the warmer hours, and with improved mixing, winds typically were from the west.
4	Acquisitions and Relocations	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values. A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
5	Health Effects	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
6	Purpose and Need, Lack of Support	
7	Section 4(f) and Section 6(f)	
8	Cultural Resources	

Code	Comment Document
<p style="text-align: center;">1</p>	<p style="text-align: right;">Stacey Gentry Document Created: 5/21/2013 4:50:57 PM by Web Comment Form</p> <p>As an 8 year resident of Laveen I fully support the freeway extension. This will allow us to travel to the southeast valley and west valley much quicker, as well as entice larger restaurants and businesses to move in. Laveen and surrounding areas grew tremendously during the housing boom. I moved in during this time and was very excited at the prospect of the freeway and how it could benefit the community. This will allow us to keep more of our dollars in our community. Currently we have to drive 20-30 minutes for any sort of major shopping center, including Target, or a movie theater. And primarily the only full service restaurants are an Applebees and Native New Yorker. The residents of Laveen are of all income brackets and are in need of diverse shopping/dining opportunities. I can't believe 7 years later we are still in the discussion phases.</p> <p>In regards to the impacts to the environment, homes and businesses, I know the freeway will be inconvenient to some but it is necessary in this ever growing population. I'm sure the I-10, 101 and 202 freeways caused ill effects to the environment and displaced homes and businesses but they are necessary for progress in the vastness of this valley. Also the layout has been clear for more than 10 years, so the residents of Ahwatukee had plenty of fair warning. I understand the concern on the part of the Indian community, but this freeway would also be beneficial to reaching the 3 Casinos they will be along it's path. If we can avoid harming the sacred lands or South Mountain, let's use the alternative route.</p> <p>If you have ever tried to get through the light at 51st Avenue heading West on Baseline road in the evening, you would see how much this freeway is needed. I've had to sit there for 10 minutes before as it gets really backed up. We need some relief, and opportunities for our residents.</p> <p>The sooner the better in this humble optinion.</p> <p>Thank you, Stacy Gentry</p>

Code	Issue	Response
<p style="text-align: center;">1</p>	<p>Alternatives, Gila River Indian Community</p>	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>

Code	Comment Document						
<p style="text-align: center;">1</p>	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 506 1345 671"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 5/15/13</td> <td data-bbox="857 506 1345 572">INCOMING CALL TIME: 10:52 AM</td> </tr> <tr> <td data-bbox="376 572 857 620">CALLER: PHYLLIS GEORGE</td> <td data-bbox="857 572 1345 620">CALLER ADDRESS: AHWATUKEE, AZ</td> </tr> <tr> <td data-bbox="376 620 857 671">PHONE:</td> <td data-bbox="857 620 1345 671">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support the route around South Mountain to help with the congestion, thank you very much.</p>	INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 10:52 AM	CALLER: PHYLLIS GEORGE	CALLER ADDRESS: AHWATUKEE, AZ	PHONE:	EMAIL:
INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 10:52 AM						
CALLER: PHYLLIS GEORGE	CALLER ADDRESS: AHWATUKEE, AZ						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p data-bbox="450 352 512 379">4406</p> <p data-bbox="481 433 1320 655">1 be moving east to west, which would not happen if we had 2 another reliever such as the Loop 202 around the 3 mountain. With that, again, I strongly speak in support 4 of the South Mountain freeway and I hope that we can get 5 it done as soon as possible. Thank you.</p> <p data-bbox="481 675 1056 705">6 THE FACILITATOR: Thank you.</p> <p data-bbox="481 715 854 745">7 Rohno Geppert.</p> <p data-bbox="481 766 1320 846">8 Mr. Geppert, you have three minutes, here's the 9 timer.</p> <p data-bbox="481 866 1336 1461">10 MR. GEPPERT: Hello. Thank you for allowing 11 public comment. I appreciate the opportunity to speak. 12 I am in favor of the alternative that connects to the 13 west 101, any of those three alternatives just from a 14 traffic flow perspective. The preferred alternative goes 15 directly into where everything gridlocks at both rush 16 hours, so I would appreciate if it could be moved as far 17 west as possible so that trucks needing to bypass the 18 downtown area won't be a part of the congestion so much 19 as the ones that are currently going to bottleneck if it 20 goes through the 51 corridor. Thank you for the time and 21 I appreciate you taking those thoughts into 22 consideration.</p> <p data-bbox="481 1481 1118 1512">23 THE FACILITATOR: Thank you, sir.</p> <p data-bbox="481 1522 870 1552">24 Arthur Bivvins.</p> <p data-bbox="481 1572 1320 1602">25 Mr. Bivvins, you have three minutes, here's the</p> <p data-bbox="1227 1663 1351 1693" style="text-align: right;">Page 75</p> <p data-bbox="481 1703 1305 1764" style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 5/15/13</td> <td data-bbox="857 506 1339 572">INCOMING CALL TIME: 10:51 AM</td> </tr> <tr> <td data-bbox="376 572 857 620">CALLER: TIMOTHY GERKE</td> <td data-bbox="857 572 1339 620">CALLER ADDRESS: 2025 EAST CATCLAW STREET, GILBERT, AZ 85296</td> </tr> <tr> <td data-bbox="376 620 857 669">PHONE:</td> <td data-bbox="857 620 1339 669">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I am in major support of the freeway.</p>	INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 10:51 AM	CALLER: TIMOTHY GERKE	CALLER ADDRESS: 2025 EAST CATCLAW STREET, GILBERT, AZ 85296	PHONE:	EMAIL:
INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 10:51 AM						
CALLER: TIMOTHY GERKE	CALLER ADDRESS: 2025 EAST CATCLAW STREET, GILBERT, AZ 85296						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
	<p data-bbox="376 431 913 479">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 501 1345 667"> <tr> <td data-bbox="376 501 857 570">INCOMING CALL DATE: 6/13/13</td> <td data-bbox="857 501 1345 570">INCOMING CALL TIME: 4:47 PM</td> </tr> <tr> <td data-bbox="376 570 857 618">CALLER MARTHA GESSEL</td> <td data-bbox="857 570 1345 618">CALLER ADDRESS:</td> </tr> <tr> <td data-bbox="376 618 857 667">PHONE:</td> <td data-bbox="857 618 1345 667">EMAIL:</td> </tr> </table> <p data-bbox="376 671 717 695">CALLER REMARKS/QUESTIONS:</p> <p data-bbox="376 701 1221 725">I just want to leave a message that I do support the South Mountain freeway. Thank you.</p>	INCOMING CALL DATE: 6/13/13	INCOMING CALL TIME: 4:47 PM	CALLER MARTHA GESSEL	CALLER ADDRESS:	PHONE:	EMAIL:
INCOMING CALL DATE: 6/13/13	INCOMING CALL TIME: 4:47 PM						
CALLER MARTHA GESSEL	CALLER ADDRESS:						
PHONE:	EMAIL:						

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p>1 2 3</p>	<p>Tom Giannoukakis Document Created: 6/18/2013 12:50:03 PM by Web Comment Form</p> <p>The consequences related to pollution and noise at the current alignment will be dramatic. What made sense in 1985 does not make sense today. I strongly oppose this freeway.</p>

Code	Issue	Response
1	Air Quality	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>
2	Noise	
3	Purpose and Need, Old Plan or Use of Old Data	

Code	Comment Document
<p>1 2 3 4 5 6</p>	<p>Jeff Gibbons Document Created: 7/24/2013 6:13:13 PM by Web Comment Form</p> <p>Short and simple.... I am voting a "no build" on the Loop 202 South Mountain Freeway.</p> <p>My main concerns consist of noise/air pollution, egress for South Mountain community members in emergency situations such as a hazardous material spill/release, degradation to South Mountain Preserve and all of the flora and fauna within its boundaries. With all of the new green technology and issues with the environment, I believe the money set aside for this project would be best spent increasing public transportation (i.e. buses, trains, etc...) instead of building more roads.</p>

Code	Issue	Response
1	Noise	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>
2	Air Quality	
3	Hazardous Materials	
4	Section 4(f) and Section 5(f)	
5	Biology, Plants, and Wildlife	
6	Alternatives, Nonfreeway Alternatives	

Code	Comment Document
	<p>From: Sierra Club on behalf of William Gibson To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Wednesday, July 24, 2013 11:36:17 AM</p> <hr/> <p>Jul 24, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>2 I teach at a High School in Laveen, and commute there daily during the school year, and often in the summer. Freeways are a form of infrastructure for public transportation that no longer serve the future in the way they did in the 20th Century. ADOT's mission must look beyond simplistic "build more" support to public transport; we built freeways during a time of increasing petroleum supply that is now ending. We need to find ways to connect local communities that are lower in maintenance, lower in energy use and in emissions. Freeways no longer serve us.</p> <p>3 The freeway will exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.</p> <p>4 The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.</p> <p>5 South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.</p> <p>6</p> <p>7 The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.</p> <p>8</p> <p>It is not obvious from inside an automobile, but freeways are like a</p>

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

Code	Comment Document
3	<p>wall of death for wildlife, a real barrier to movement. It is astonishing how many small animals are dead by the side of the road.</p> <p>The freeway will exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.</p>
1	<p>Please help protect our communities, our health, and our environment by selecting the No Action Alternative. We need to redevelop our local communities to reduce the need to travel, and to direct our resources toward maintaining existing infrastructure, rather than overbuilding for an obsolete technology. Thank you.</p> <p>Sincerely,</p> <p>Mr. William Gibson 1965 E Oxford Dr Tempe, AZ 85283-2345 (480) 577-3556</p>

Code	Issue	Response
5	Air Quality	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>
6	Health Effects	
7	Section 4(f) and Section 6(f)	
8	Biology, Plants, and Wildlife	

Code	Comment Document
<p>1</p> <p>2</p>	<p>Laura Gill Document Created: 7/24/2013 5:52:47 PM by Web Comment Form</p> <p>This is a time where the need to shift from greed and consumption is critical. We MUST think about the future of the environment and put that before ourselves. Please think about the message this is sending.. we really don't need more freeways.</p>


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

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 499 857 570">INCOMING CALL DATE: 7/23/13</td> <td data-bbox="857 499 1339 570">INCOMING CALL TIME: 4:44 PM</td> </tr> <tr> <td data-bbox="376 570 857 641">CALLER: PETE GILMORE</td> <td data-bbox="857 570 1339 641">CALLER ADDRESS: 4919 EAST SUNNYSIDE DRIVE, SCOTTSDALE, ARIZONA 85254</td> </tr> <tr> <td data-bbox="376 641 857 691">PHONE:</td> <td data-bbox="857 641 1339 691">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support the freeway, the South Mountain freeway.</p>	INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 4:44 PM	CALLER: PETE GILMORE	CALLER ADDRESS: 4919 EAST SUNNYSIDE DRIVE, SCOTTSDALE, ARIZONA 85254	PHONE:	EMAIL:
INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 4:44 PM						
CALLER: PETE GILMORE	CALLER ADDRESS: 4919 EAST SUNNYSIDE DRIVE, SCOTTSDALE, ARIZONA 85254						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td>INCOMING CALL DATE: 7/23/13</td> <td>INCOMING CALL TIME: 9:55 AM</td> </tr> <tr> <td>CALLER: BOB GINGER</td> <td>CALLER ADDRESS: 3724 EAST DERRINGER WAY, GILBERT, ARIZONA 85297</td> </tr> <tr> <td>PHONE:</td> <td>EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: Yes, I support the freeway but I was only given limited information. I was not given any other information except that it would be a great idea and I thought it would be. But I can't base my entire opinion on just one thing. What are the negative impacts of making this freeway. Thank you.</p>	INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 9:55 AM	CALLER: BOB GINGER	CALLER ADDRESS: 3724 EAST DERRINGER WAY, GILBERT, ARIZONA 85297	PHONE:	EMAIL:
INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 9:55 AM						
CALLER: BOB GINGER	CALLER ADDRESS: 3724 EAST DERRINGER WAY, GILBERT, ARIZONA 85297						
PHONE:	EMAIL:						


Code	Issue	Response
1	Impacts	The environmental consequences of the proposed freeway are described in detail in Chapter 4 of the Draft and Final Environmental Impact Statements. The impacts of the action alternatives and No-Action Alternative are summarized in Table S-3 beginning on page S-10 of the Draft and Final Environmental Impact Statements.

Code	Comment Document
<p style="text-align: center;">1</p>	<p> From: Felicia Calderon To: ADOT Subject: SM Voicemail Comments Date: Monday, May 20, 2013 3:11:06 PM </p> <hr/> <p>Hello,</p> <p>Please see the below is a comment left via voicemail on our projects line at: 855.712.8530</p> <ol style="list-style-type: none"> 1. 5/12-Lester Ginyad, Phoenix AZ- we need the Pecos Rd. alignment very badly. <p> Thank you, Felicia Calderon Senior Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-319-7709 azdot.gov  </p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p style="text-align: right;">February 2, 1998</p> <p>Hon. William Mundell, Chairman and Hon. Susan Good, Vice Chairman and the Members of the Environment Committee, Arizona State Legislature.</p> <p>Re: Mountain Preserves; alienation, H.R. 2218.</p> <p>Dear Sirs and Madames:</p> <p>To all Americans the words "for purple mountains' majesties above the fruited plains" propagates visions of unspoiled, natural vistas. To the people of Phoenix these words represent what we know as home, and what we have endeavored to preserve for our future generations. Arizona is the promise of a new, unspoiled land for the many "pioneers" who continue to choose to settle here. But the fact that people are still coming, to enjoy the environment and lifestyle we hold so dear, creates pressures on land use and transportation needs. This perpetual threat to our majestic mountains was recognized years ago by concerned citizens. Thanks to the steadfast commitment of these patriots, the Phoenix Mountain Preserve system has set aside over 24,000 acres of the most visible elevations of desert terrain. The voting majority has, time and again, supported this program with bond elections for acquisition and initiatives relegating the disposition of the Preserves to the electors. _____ The establishment of the Preserve parklands and adoption of a Mountain Preserve section in the Phoenix City Code (Chapter 26, Section 1-5) has _____ removed the mountains from the threat of eminent domain for roadway purposes, _____ so that protection is achieved for the public good, through their own ballot determination, in a truly democratic process.</p> <p>It should be noted that, regardless of the Phoenix City Code or _____ House Bill 2218 _____ control over highways through public parks, _____ are subject to federal statutes under Section 4(f) of the Department of Transportation Act (23 U.S.C.A. Sec. 138), Section 138 of the Federal Aid to Highway Act (49 U.S.C.A. Sec. 1653 (f)) and Section 102(2) of the National Environmental Policy Act (42 U.S.C.A. Sec. 4332). Likewise, the State Route in the State Highway System _____ is also subject to these federal statutes, being a segment of a major highway project having federal aid assistance. As stated within the landmark U.S. Court of Appeals case, cited as 446F.2d 1013, on Page 1014, No. 7-Highways, "the State as a partner in construction of the project was bound by those laws (of Congress) and could not subvert the principle of federal supremacy by a mere change in bookkeeping or by shifting funds from one project to another in an attempt to proceed with the project using its own funds."</p> <p>_____ ^{was intended} House Bill 2218 _____ and enacted in a manner that will result in the control of roadways through Mountain Preserve property. The mountains have been bought and paid for by the citizens, it is they who enjoy the multitude of trails and recreational opportunities provided by these preserves; it is only fitting and proper that they decide if roadways are appropriate. Thank you for your diligent consideration and support of this popular cause.</p> <p>Respectfully submitted,</p> <p>#15 David C. Gironda, 1515 East Las Palmaritas, Phoenix, AZ 85020 944-9323</p> <p><i>It is intended to serve as a bypass route around central Phoenix, but even with mountain cuts, will have a steep grade that will have greater cost for trucks and cars, generating more emissions to climb over mountains.</i></p>
2	<p><i>Still applicable May 20, 2013 (23 yrs)</i></p>

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

Code	Comment Document
	<p>LOOP 202 <i>South Mountain</i> Freeway Study</p> <p>Draft Environmental Impact Statement COMMENT FORM</p> <p>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process. ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation. When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</p> <p>It is helpful to ADOT to receive comments on:</p> <ul style="list-style-type: none"> • A particular alternative, environmental impact assessment, and/or draft mitigation. • Any information you feel is incomplete or incorrect. • How the proposed action would affect you. <p>Comments must be received or postmarked by July 24, 2013.</p> <p><i>See submitted one page letter, referenced in my oral presentation (David Gironde #15) and hereby submitted as an exhibit, for consideration.</i></p> <p><i>Attachment, dated originally Feb. 2, 1990 addressed to members of the Arizona State Legislature, as marked "Still applicable. May 20, 2013 (23 yrs.)"</i></p> <p>Optional Name <u>DAVID GIRONDA</u> Email <u>gironde@live.com</u> Address <u>1515 E. LAS PALMARIAS</u> City <u>PHOENIX, AZ 85020</u> State <u>ARIZONA</u> Zip <u>85020</u> Phone <u>602-944-9323</u> Fax _____</p> <p>Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007</p> <p>ADOT TRACS No.: 202L MA 054 HS764 01L • Federal-aid Project No.: NH-202-D(ADP) 13-150</p> <p>ADOT  FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p data-bbox="428 332 497 358">4360</p> <div data-bbox="450 393 1336 1653" style="border: 1px solid black; padding: 5px;"> <p data-bbox="481 433 1289 655">1 it took me to get all the way up to the Desert Ridge 2 area, so I know that we need this 202. We need a 3 hospital. When I gave birth to my son, it took me 40 4 minutes to get to the hospital just to be able to give 5 birth.</p> <p data-bbox="481 675 1336 1038">6 I mean, I understand about South Mountain, I 7 love hiking, I'm a biker. I mean, when you do build the 8 202, we definitely want the bike route along it so we can 9 have that access. We want sound-proof barriers, we want 10 it to be pretty, we don't necessarily want to destroy 11 South Mountain, but we also need to make some sacrifices 12 in order to, you know, take into account all of the extra 13 building that's going to be happening in Laveen shortly.</p> <p data-bbox="481 1058 1289 1280">14 We can't overlook the fact that all the growth 15 is still going to be continuing within the next ten 16 years, and now is our opportunity to be able to handle 17 all the extra traffic, especially with the casino that 18 will be opening in July. Thank you.</p> <p data-bbox="481 1300 1056 1326">19 THE FACILITATOR: Thank you.</p> <p data-bbox="481 1346 1305 1372">20 David Gironda. Did I pronounce that properly?</p> <p data-bbox="481 1393 1258 1467">21 MR. GIRONDA: Gironda. I do have a written 22 statement which I can give to the court reporter.</p> <p data-bbox="481 1487 1227 1514">23 THE FACILITATOR: Thank you, Mr. Gironda.</p> <p data-bbox="481 1534 1196 1608">24 Prem Goyal. Did I pronounce that name 25 correctly? Is Prem Goyal in the auditorium?</p> </div> <p data-bbox="1227 1663 1351 1689" style="text-align: right;">Page 10</p> <p data-bbox="481 1703 1305 1764" style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: South Mountain Freeway Date: Monday, May 20, 2013 8:24:02 AM</p> <hr/> <p>From: Lori Girshick [mailto:lgirshick@cox.net] Sent: Sunday, May 19, 2013 1:27 PM To: Projects Subject: South Mountain Freeway</p> <p>1 I would like to provide my comment against the South Mountain Freeway Project. This project is outdated and contrary to any wise transportation solution. There are several reasons why I am opposed.</p> <p>2 We should be investing heavily in public transit systems which would be much more cost effective and part of an alternative to the individual car. Continuing to be oil dependent is the opposite of what we should be building towards.</p> <p>3 Secondly, this project will have a negative impact on our Native peoples. Many of the affected mountains in the South Mountain Range are sacred homelands of the O’odham people. People matter.</p> <p>4 Third, the project will harm the environment and animals. The freeway will cut through a critical wildlife corridor connecting South Mountain Park to the Estrella Mountains, limiting connectivity for mountain lions, coyotes, javelina, reptiles, roadrunners, and other desert animals. Ecosystems matter--why would we support destroying this one?</p> <p>Please develop an alternative plan that won't have all these negative impacts.</p> <p>Thank you, Lori B. Girshick Mesa, AZ 480-325-1450</p> <p>Check out my web site at http://www.loribgirshick.com</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

Code	Issue	Response
1	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Alternatives, Nonfreeway Alternatives	
3	Cultural Resources	
4	Biology, Plants, and Wildlife	

Code	Comment Document						
	<p data-bbox="376 431 913 479">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 501 1345 667"> <tr> <td data-bbox="376 501 860 570">INCOMING CALL DATE: 05/13/13</td> <td data-bbox="860 501 1345 570">INCOMING CALL TIME: 5:06 PM</td> </tr> <tr> <td data-bbox="376 570 860 618">CALLER: JIM GLADSICK</td> <td data-bbox="860 570 1345 618">CALLER ADDRESS: 16233 S. 1ST AVENUE, PHOENIX, AZ 85048</td> </tr> <tr> <td data-bbox="376 618 860 667">PHONE:</td> <td data-bbox="860 618 1345 667">EMAIL:</td> </tr> </table> <p data-bbox="376 671 717 695">CALLER REMARKS/QUESTIONS:</p> <p data-bbox="376 701 832 725">I support the 202 extension freeway. Thank you.</p>	INCOMING CALL DATE: 05/13/13	INCOMING CALL TIME: 5:06 PM	CALLER: JIM GLADSICK	CALLER ADDRESS: 16233 S. 1 ST AVENUE, PHOENIX, AZ 85048	PHONE:	EMAIL:
INCOMING CALL DATE: 05/13/13	INCOMING CALL TIME: 5:06 PM						
CALLER: JIM GLADSICK	CALLER ADDRESS: 16233 S. 1 ST AVENUE, PHOENIX, AZ 85048						
PHONE:	EMAIL:						

1


Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 5/15/13</td> <td data-bbox="857 506 1339 572">INCOMING CALL TIME: 4:04 PM</td> </tr> <tr> <td data-bbox="376 572 857 620">CALLER: CAROLINE GLOSKER</td> <td data-bbox="857 572 1339 620">CALLER ADDRESS:</td> </tr> <tr> <td data-bbox="376 620 857 669">PHONE:</td> <td data-bbox="857 620 1339 669">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I absolutely support building the South Mountain Freeway. The sooner, the better. Thank you.</p>	INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 4:04 PM	CALLER: CAROLINE GLOSKER	CALLER ADDRESS:	PHONE:	EMAIL:
INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 4:04 PM						
CALLER: CAROLINE GLOSKER	CALLER ADDRESS:						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p>1</p> <p>2</p> <p>3</p> <p>4</p> <p>5</p> <p>6</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>	<p>MS. GLOVER: My name is Vicki Glover and I'm opposed to the 202 being completed in the proposed area that they have outlined. I think that there are other alternatives that would go south of here and not interfere with the mountain. I think that ADOT and the government has been very heavy-handed with the way that they have tried to push this project through, telling the Native Americans that if they don't go along with it and work with it, they won't get an exit at their newly built casino.</p> <p>The study is too antiquated. The study was done too many years ago to adequately evaluate what the situation is now. They've spent millions of dollars in a project that is not going to accomplish what they're looking at. The facts, the data is not current.</p>
<p>Page 6</p> <p>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>	

Code	Issue	Response
1	Alternatives, Gila River Indian Community Alignment	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Alternatives	Federal law prohibits the denial of access to any community. Thus, traffic interchanges would be located along the freeway where it borders the Gila River Indian Community (see Final Environmental Impact Statement page 3-51). Roadway connections on Gila River Indian Community land to the traffic interchanges would be the responsibility of the Gila River Indian Community, in coordination with appropriate jurisdictions.
3	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: Please depress the South Mountain freeway Date: Monday, July 08, 2013 8:48:21 AM Attachments: image001.png</p> <hr/> <p>Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov </p> <p>From: Jenny Gniffke [mailto:jengniffke@gmail.com] Sent: Saturday, July 06, 2013 9:22 AM To: Projects Subject: Please depress the South Mountain freeway</p> <p>Dear ADOT Personnel,</p> <p>I'm writing to provide you our input on the proposed 202 freeway. We are residents of the Lakewood neighborhood and our children will likely attend Lagos School which backs to Pecos Road.</p> <p>We have concerns about air quality and noise from the freeway. Please consider building the freeway below-grade (depressed) so that these impacts can be minimized. We understand there are additional costs involved, but there will be long-term costs of the freeway (health, air quality, property values, etc) and we believe that those long-term costs far outweigh the additional construction costs of building the new freeway below-grade.</p> <p>Thank you for your time and consideration.</p> <p>Jennifer Gniffke 16406 S 36th Street Phoenix, AZ 85048</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

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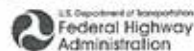
Code	Issue	Response
1	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Noise	A depressed freeway option was evaluated in the Final Environmental Impact Statement and is described on pages 3-15 and 4-91. Although depressing the freeway would reduce noise levels, noise walls would still be needed to further reduce noise to meet the Arizona Department of Transportation noise policy. Whether the freeway is built aboveground with tall walls or belowground with shorter walls, the final mitigated noise levels would be nearly the same at nearby residences. The major disadvantage of building a depressed freeway would be the increased construction cost and the possible acquisition of additional right-of-way for pump stations and retention basins.
3	Noise	
4	Health Effects	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Economics, Socioeconomics	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138-47; "Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor"). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.

Code	Comment Document
1	<p>From: Projects To: ADOT Subject: FW: SOUTH MOUNTAIN FREEWAY SUPPORT Date: Wednesday, May 22, 2013 10:54:00 AM</p> <hr/> <p>From: desertbutterfly@centurylink.net [mailto:desertbutterfly@centurylink.net] Sent: Tuesday, May 21, 2013 11:12 AM To: Projects Subject: SOUTH MOUNTAIN FREEWAY SUPPORT</p> <p>Good Afternoon,</p> <p>I have been a Laveen resident since 2005, moving here from the east coast to start a new life. When I purchased my new home I heard and read about the new 202 highway to be built and couldn't wait for the opportunities to follow. Unfortunately, here we are more than 8 years later and still no better. I have attended many of the meetings over the years to <u>show my support</u> for such said freeway, always to be disappointed and told that there is a delay, it may not happen etc.</p> <p>I as a Laveen resident have to drive to the East or Central valley each and every day for services that I can not get in my own neighborhood, how sad? Besides a slew of fast food eateries, gas stations and supermarkets I have no options as a tax paying resident in my own community. Baseline Road has turned into a highway due to lack of highways around us, creating more traffic, pollution and accidents.</p> <p>It is time to build the South Mountain Freeway. We have waited long enough. The project is estimated to create 30,000 jobs during the five to six year construction period and result \$2 billion investment in the Phoenix area economy. The money to build this freeway is in budget . It was approved by voters twice, first in 1995 and again 2004, please remember to include sound barriers when building.</p> <p>The freeway will cut traffic congestion across the metro area, reduce air pollution, and save drivers time and money. 64.3 % of likely voters in Maricopa County support construction of the freeway according to results of a new poll commissioned by We Build Arizona. In a separate survey, also commissioned by We Build Arizona, 59 % of likely voters living in Ahwatukee and Laveen support the freeway.</p> <p>If we don't buld the South Mountain Freeway, traffic in the region will get much worse over the next two decades. According to ADOT'S own study: Traffic on I- 10 between Ahwatukee and Goodyear will grow 28%. Another 103,000 cars will use the Broadway Curve each day. Another 38,000 cars will jam the tunnel every day. Morning and evening commute times will increase 39% to 82%. Traffic congestion on city streets will increase 46%. Building the 202 will also reduce air pollution by reducing the time vehicles spend stuck in traffic.</p> <p>This is the last part of the valley that is not connected to any freeway system grid, there is no important project to the area's commuters and workers that the South Mountain Freeway</p>

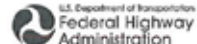
Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>project. We must build it now you have my support.</p> <p>Thank you for taking the time to read my support letter for this freeway.</p> <p>Sincerely yours,</p> <p>Frank Goldschmiedt</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

Code	Issue	Response

Code	Comment Document
	<div style="text-align: center;"> <p>LOOP 202 South Mountain Freeway Study 2013</p> <p>Draft Environmental Impact Statement COMMENT FORM</p> </div> <p>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</p> <p>ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.</p> <p>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>It is helpful to ADOT to receive comments on:</p> <ul style="list-style-type: none"> • A particular alternative, environmental impact assessment, and/or draft mitigation. • Any information you feel is incomplete or incorrect. • How the proposed action would affect you. </div> <p>Comments must be received or postmarked by July 24, 2013.</p> <p><i>I am a resident of the foothills since 1991. I am also the principal of Kyraudo los Lagos. I oppose the construction of the freeway for the following reasons: 1) destruction by the Mountain that is sacred to Native Americans 2) increased pollution to our community - the school where I am principal backs up to frecos. If built, this would create a tremendous safety issue (braking - possible accidents w/ hazardous materials), increased noise levels affecting instructors 3) increased truck traffic - This will become the traffic route for trucks - Mexico to Canada. Our community will never be the same →</i></p> <p>Optional Name <u>Ana Gomez del Castillo</u> Email _____ Address <u>2323 E. Mountain Vista Dr</u> City <u>Phoenix</u> State <u>AZ</u> Zip <u>85048</u> Phone <u>480 460 2805</u> Fax _____</p> <p>Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007</p> <p><small>ADOT TRACS No.: 202L MA 054 H5754 01L • Federal-aid Project No.: NH-202-D(ADY) 13-152</small></p> <div style="display: flex; justify-content: space-between; align-items: center;">   <p>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</p> </div>

Code	Issue	Response
1	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Cultural Resources	
3	Air Quality	
4	Health Effects	
5	Hazardous Materials	
6	Noise	
7	Trucks	

Code	Comment Document
	<p>LOOP 202 <i>South Mountain</i> Freeway Study 2013</p> <p>Draft Environmental Impact Statement COMMENT FORM</p> <p>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process. ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation. When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</p> <p>It is helpful to ADOT to receive comments on:</p> <ul style="list-style-type: none"> • A particular alternative, environmental impact assessment, and/or draft mitigation. • Any information you feel is incomplete or incorrect. • How the proposed action would affect you. <p>Comments must be received or postmarked by July 24, 2013.</p> <p><i>As a resident of Ahwatukee Foothills I am opposed to the proposed Freeway. Reasons:</i></p> <ol style="list-style-type: none"> <i>1) Destruction of mountain that is sacred to Native American tribe</i> <i>2) Noise & pollution</i> <i>3) Increased crime due to proximity of freeway</i> <i>4) It will become a truck route.</i> <p>Optional Name <u>Jose M. Gomez del Castillo</u> Email _____ Address <u>2323 E. Mountain Vista DR</u> City <u>Phoenix</u> State <u>AZ</u> Zip <u>85048</u> Phone <u>480-460-2305</u> Fax _____</p> <p>Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007</p> <p>ADOT TRACS No.: 202L MA 054 HS764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-100</p> <p>ADOT  FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</p>

Code	Issue	Response
1	Cultural Resources	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Section 4(f) and Section 6(f)	
3	Noise	
4	Air Quality	
5	Neighborhoods/Communities	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
6	Trucks	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
<p>1</p> <p>2</p> <p>3</p> <p>4</p> <p>5</p> <p>6</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>	<p style="text-align: center;">ANA GOMEZ DEL CASTILLO: Well, first of</p> <p>all, my name is Ana Gomez Del Castillo. I have been a</p> <p>resident here in the Ahwatukee Foothills area since 1991.</p> <p>And since that time I've been watching and hearing about</p> <p>all this proposed freeway. And while I did purchase my</p> <p>home knowing that this freeway was going in, I was not</p> <p>aware --</p> <p style="text-align: center;">And when you think about 1991 I was a lot</p> <p>younger and probably not thinking about the implications</p> <p>that such a freeway would have in this community. And</p> <p>since then I've become a little more educated about what</p> <p>the impact would be, such as, first of all, I'm very</p> <p>concerned about what the proposal is to get rid of the</p> <p>mountain that is sacred for Native American people.</p> <p style="text-align: center;">When I see the drawings, I understand that</p> <p>they are looking at cutting the mountain. It's still</p> <p>defacement of the mountain and I really think that should</p> <p>be considered the primary reason for not building it.</p> <p>The other reasons are the amount of pollution that it</p> <p>would be creating. And while there's a lot of</p> <p>information that's saying that there are studies, you</p> <p>know, I still am not believing that those studies are as</p> <p>accurate as they could be.</p> <p style="text-align: center;">I'm not only a resident, but I'm a</p> <p>principal here in the Kyrene School district. And I</p>

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

Code	Comment Document
3	1 happen to be the principal of the school of these
4	2 playgrounds you see along Pecos. And, as it is now,
	3 whenever I'm on playground duty, the amount of dust that
	4 is kicked up just by cars traveling on Pecos, I can see
	5 the cloud as I'm heading out to the playground. I know
	6 it's affecting the kids; I know it's affecting their
	7 breathing. And, if kids have asthma, it's also affecting
	8 them as well. But then I think about that's just four
	9 lanes. I can't imagine what a 10-lane freeway would
	10 create for the children.
	11 The other thing I worry about is how they
	12 would create a barrier for the children who are out there
	13 that wouldn't support the safety of the children while
	14 being out on the playground.
	15 The other thing I'm concerned about also
	16 is that even though this freeway is not being viewed as a
5	17 truck passage, I know that, at some point in time, this
	18 is what's going to be the truck route that connects
	19 Mexico with Canada; it's inevitable. And I really
	20 believe that right now we should be looking at other
6	21 options.
	22 And the other option would be using the --
	23 I think it's called Highway 85 and just designating that
	24 because, when you take a look on the map that this is
7	25 supposed to save people time to get to downtown, well, by
	Page 5
	Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

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

Code	Comment Document
	<p>1 the time they go out this way, they have to backtrack, so 2 they are really adding more miles rather than saving 3 miles. 4 I know I've given some various reasons, 5 not only as a resident but also as an administrator. I 6 am very much opposed to this because I really believe 7 it's going to change what Ahwatukee really stands for. 8 It's a small community, a cul-de-sac, and it will never 9 be the same again. 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25</p>
	<p style="text-align: right;">Page 6</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
	<p>4409</p> <div style="border: 1px solid black; padding: 10px; margin: 10px 0;"> <p>1 We're ready to get started.</p> <p>2 We have a new panel, we have Tom Deitering from</p> <p>3 Federal Highways, we have Brent Cain from ADOT, and Chaun</p> <p>4 Hill from ADOT. We'd like to get started.</p> <p>5 When you come up, come up to either mic. You'll</p> <p>6 have three minutes, there's a timer down in front of you,</p> <p>7 and please feel free to state your business.</p> <p>8 I'd like to call Brad Goodman.</p> <p>9 MR. GOODMAN: Hello, thank you for listening.</p> <p>10 I'll be very brief. Whether it's deserved or not, the</p> <p>11 west side of Phoenix has far too long been considered the</p> <p>12 dregs of the entire metro area. But compared to the</p> <p>13 eastside Valley, the opportunities for well-paying jobs</p> <p>14 simply don't exist on the west side mainly because we're</p> <p>15 so landlocked and, you know, jobs like those with Intel</p> <p>16 are just hard to get to. Building this freeway will not</p> <p>17 only bring much-needed jobs in terms of construction, but</p> <p>18 will usher in a lot of needed commerce that would help</p> <p>19 provide opportunities that will most certainly reverse</p> <p>20 the stigma that we now have to endure. The rise in</p> <p>21 income and the taxes collected will also benefit everyone</p> <p>22 in the Valley.</p> <p>23 Additionally, study after study has left no</p> <p>24 question as to the numerous benefits that would result</p> <p>25 from the building of 202.</p> </div> <p style="text-align: right;">Page 80</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response


Code	Comment Document
1	<p>1 And the Gila River Indian Community for years 2 has been opposed to the build and the people and the 3 state have bent over backwards to accommodate their 4 wishes. The proposed build of the freeway now does not 5 encroach on their land, and because of the painstaking 6 efforts of so many people, I would ask now that they 7 respect our wishes and needs, so that we can build this 8 much-needed thoroughfare so the west side of the Valley 9 can prosper in the same way as the east side of the 10 Valley. Thank you very much.</p> <p>11 THE FACILITATOR: Thank you.</p> <p>12 If you'd like to speak, please go out to the 13 registration table and get registered. Your name will 14 appear on our list and we'll call you up. Thank you.</p> <p>15 Jeane Devine. Could you come over to this 16 microphone, we're going to switch you guys.</p> <p>17 MS. DEVINE: Am I -- can you hear me? Thank you 18 very much for having these hearings also. I wrote just 19 from my heart like why I'm here and why I'm opposed to 20 the South Mountain freeway. I grew up in Chicago, I 21 moved to the Phoenix area in 1974 and South Mountain Park 22 was one of the first places that I hiked, I'm still 23 hiking today; I'm 71 years old. I still rave about this 24 wonderful place of South Mountain Park to out-of-town 25 visitors. And we have the largest city park in the</p> <p style="text-align: right;">Page 81</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
	<p data-bbox="366 431 913 479">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="366 499 1342 689"> <tr> <td data-bbox="366 499 857 568">INCOMING CALL DATE: 5/17/13</td> <td data-bbox="857 499 1342 568">INCOMING CALL TIME: 3:50 PM</td> </tr> <tr> <td data-bbox="366 568 857 641">CALLER: JOYCE GOODMAN</td> <td data-bbox="857 568 1342 641">CALLER ADDRESS: 2417 EAST VILLA [UNCLEAR] DRIVE, PHOENIX AZ 85032</td> </tr> <tr> <td data-bbox="366 641 857 689">PHONE:</td> <td data-bbox="857 641 1342 689">EMAIL:</td> </tr> </table> <p data-bbox="366 693 721 721">CALLER REMARKS/QUESTIONS:</p> <p data-bbox="366 721 1342 778">I support the South Mountain Freeway. We need to do anything we can to alleviate the traffic problems in this city, so I do support the freeway. Thank you bye.</p>	INCOMING CALL DATE: 5/17/13	INCOMING CALL TIME: 3:50 PM	CALLER: JOYCE GOODMAN	CALLER ADDRESS: 2417 EAST VILLA [UNCLEAR] DRIVE, PHOENIX AZ 85032	PHONE:	EMAIL:
INCOMING CALL DATE: 5/17/13	INCOMING CALL TIME: 3:50 PM						
CALLER: JOYCE GOODMAN	CALLER ADDRESS: 2417 EAST VILLA [UNCLEAR] DRIVE, PHOENIX AZ 85032						
PHONE:	EMAIL:						

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1		Comment noted.

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1	<p> From: Projects To: ADOT Subject: FW: Build the South Mountain Freeway Date: Thursday, May 16, 2013 4:20:09 PM </p> <hr/> <p> From: Don L Goodrich [mailto:DLgoodrich@sundt.com] Sent: Thursday, May 16, 2013 3:26 PM To: Projects Cc: info@buildthe202.com Subject: Build the South Mountain Freeway </p> <p>I have lived in the Valley for close to 50 years and have had to deal with my share of freeway construction and paid my fair share of taxes for the construction of this piece of the 202. Please do not allow a few people block the much needed construction of this important and clearly beneficial section of freeway.</p> <div style="text-align: center;">  <p> Don Goodrich, DBIA, Employee Owner V.P., Director of Pre-Construction Sundt Construction, Inc. 2620 S 55th Street Tempe, AZ 85282 Direct 480-293-3003 Cell 602-448-1015 DLgoodrich@sundt.com </p> </div> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

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1		Comment noted.

Code	Comment Document
	<p>From: Jane Goodwin To: Projects Subject: South Mountain Freeway Loop 202 Date: Tuesday, June 04, 2013 10:00:16 AM</p> <hr/> <p>As a resident of Ahwatukee Foothills, I would like to object to the building of this freeway for the following reasons:</p> <p>1) Air Pollution: We have a lot of dust pollution already from the direction of the Gila reservation which is stopped by South Mountain & hangs over the area. You are proposing to add traffic pollution to this which will make our air quality totally unacceptable! 2) Noise/Vibration Pollution: especially from trucks 3) Environment: habitats for wildlife will be altered or destroyed; South Mountain desecrated. 4) Crime: We are at the moment fortunate to have a very low crime rate; with increased accessibility the crime in the area will undoubtedly increase. 5) The need to destroy houses & a church to build the road.</p> <p>PLEASE DO NOT BUILD THIS ROAD!</p> <p>Jane Goodwin & Frederick James 959 E South Fork Drive, Phoenix AZ 85048</p>

Code	Issue	Response
1	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Air Quality	According to the Arizona Department of Transportation, 2013, <i>Air Quality Assessment South Mountain Freeway 202L Draft Report</i> , review of wind data from the Gila River Indian Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows and stable atmospheric conditions, wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns tend to flow from the east to the lower elevations along the Gila River. During the warmer hours' improved mixing, flows typically follow the river channel and come from the north and northwest. Likewise, during a 1-month-long meteorological monitoring period (November 20, 2006, through December 21, 2006) at Pecos Road and 40th Street and a second 1-month-long monitoring period at Pecos Road and 24th and 40th streets (April 19, 2007, through May 21, 2007), winds during the morning hours typically were from the northeast. During the warmer hours, and with improved mixing, winds typically were from the west.
3	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix. Vibration is not normally assessed.
4	Biology, Plants, and Wildlife	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Cultural Resources	
6	Section 4(f) and Section 6(f)	
7	Neighborhoods/Communities	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
8	Neighborhoods/Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)

Code	Comment Document
<div style="display: flex; flex-wrap: wrap; justify-content: space-around;"> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin: 2px;">1</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin: 2px;">2</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin: 2px;">3</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin: 2px;">4</div> </div>	<p> From: Projects To: ADOT Subject: FW: Please don't use Pecos Date: Monday, May 20, 2013 8:42:47 AM </p> <hr/> <p>-----Original Message----- From: Lorraine Gordon [mailto:LGORDON330@AOL.COM] Sent: Friday, May 17, 2013 6:25 PM To: Projects Subject: Please don't use Pecos</p> <p>Build, but a bit lower down please.</p> <hr/> <p>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</p>

Code	Issue	Response
1	Alternatives, Gila River Indian Community Alignment	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Alternatives	The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Final Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.
3	Alternatives	<p>A Riggs Road Alternative was considered. It would replace 51st Avenue south of its connection to Interstate 10 (Papago Freeway) for approximately 21 miles. It would then replace approximately 4 miles of Beltline Road in an easterly direction. At the Riggs Road/State Route 347 intersection, the alternative would replace approximately 3 miles of Riggs Road before connecting to Interstate 10 (Maricopa Freeway) (see Final Environmental Impact Statement page 3-9). While the Riggs Road Alternative would serve regional mobility needs, particularly of those living in the Maricopa area, meeting this travel demand would not address specific planning goals for an integrated regional transportation network. The <i>Regional Transportation Plan</i> identifies the proposed South Mountain Freeway as a critical link in the Regional Freeway and Highway System. The Riggs Road Alternative would not complete the Phoenix metropolitan area's loop system as part of State Route 202L, thereby causing substantial out-of-direction travel for motorists. Therefore, the Riggs Road Alternative would not meet the project's purpose and need criteria and was eliminated from further study.</p> <p>In addition, nearly two-thirds of any alternative using Riggs Road would be on Gila River Indian Community land. Tribal sovereignty is based in the inherent authority of Native American tribes to govern themselves. While this notion of sovereignty is manifested in many areas, generally Native American land is held in trust by the United States. Native American communities have the authority to regulate land uses and activities on their lands. States have very limited authority over activities within tribal land (see page 2-1 of the Final Environmental Impact Statement). From a practical standpoint, this means that the Arizona Department of Transportation and Federal Highway Administration do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or condemn tribal land for public benefit through an eminent domain process.</p>
4	Alternatives	A depressed freeway option was evaluated in the Final Environmental Impact Statement and is described on pages 3-15 and 4-91. Although depressing the freeway would reduce noise levels, noise walls would still be needed to further reduce noise to meet the Arizona Department of Transportation noise policy. Whether the freeway is built aboveground with tall walls or belowground with shorter walls, the final mitigated noise levels would be nearly the same at nearby residences. The major disadvantage of building a depressed freeway would be the increased construction cost and the possible acquisition of additional right-of-way for pump stations and retention basins.

Code	Comment Document
4401	<p>1 and help us to -- I feel like Laveen is somewhat at a 2 crossroads and we can move forward to be a good community 3 for our families. Or if it stays kind of stagnant where 4 it is, that it's not going to be as good of a place for 5 people with families trying to improve their community, 6 so I support the freeway coming through. Thank you.</p> <p>7 THE FACILITATOR: Thank you.</p> <p>8 David Gould.</p> <p>9 MR. GOULD: I hope this is not the walk of 10 shame.</p> <p>11 THE FACILITATOR: Not at all.</p> <p>12 MR. GOULD: It's a lovely facility you have 13 here. I'm from Maine and we don't have anything like 14 this up there. Bear with me until I get my question.</p> <p>15 THE FACILITATOR: Mr. Gould, before you begin, 16 this is not a Q-and-A session, it's a --</p> <p>17 MR. GOULD: I'm kind of hard of hearing, I 18 apologize.</p> <p>19 THE FACILITATOR: Yes. This is not a 20 question-and-answer session, it's merely to gather your 21 comments.</p> <p>22 MR. GOULD: All right.</p> <p>23 THE FACILITATOR: And you have three minutes and 24 the timer is right there. Begin, please.</p> <p>25 MR. GOULD: Okay. Well, there are a lot of</p>

Code	Issue	Response

Code	Comment Document
1	<p>1 questions to be had from where we live over on our 2 street. I live right off 24th Street, five houses in 3 between 24th and Chandler, and we were not aware of any 4 of this going to happen when we moved out here two years 5 ago from Maine. We're very concerned, not only on the 6 impact of the traffic going back and forth there, but 7 also, I am an advocate of anything that's an endangered 8 species and I'm told that the chuckwalla is -- I hope you 9 all know what that is -- it's a desert lizard that's out 10 here that is inherent only to the Sonoran Desert and only 11 to certain parts of Phoenix, and apparently most of the 12 world. I have a couple in my backyard. My backyard 13 abuts a wall, and I think it would be a shame that -- and 14 I know that's not the primary reason I'm here, but I want 15 everyone to know about those chuckwallas and, I'm sorry, 16 that they are an endangered species and that ought to 17 count for something in the vote in the long run.</p>
2	<p>18 We're wondering -- as far as I know, that road 19 is being set up so that to ease the traffic, particularly 20 truck traffic. We think that's going to have a lot of 21 implications on all the homes nearby from the diesel 22 chemicals and the light that come off that. I don't 23 think any of that was ever planned for before when these 24 houses were originally built, so I think that's an issue 25 as well. And I'm sure with more roads and everything out</p>
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Code	Issue	Response
1	Neighborhoods/ Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
2	Biology, Plants, and Wildlife	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p> <p>The coloring of the male common chuckwalla is unique to the South Mountains; however, it is one of two color patterns and does not indicate a separate species or subspecies (see the Arizona Game and Fish Department's abstract for the common chuckwalla). The common chuckwalla is not an endangered species and is not a species of concern identified by the Arizona Game and Fish Department.</p>
3	Purpose and Need, Truck Bypass	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
4	Air Quality	

Code	Comment Document
5	<p>1 there the heat index is going to go up; it's already 2 hotter out there than any other parts of the Valley.</p> <p>3 Also, along with the increased congestion there 4 will be increased air and noise pollution that is not 5 accounted for around those homes, and just building a 6 berm between the two perhaps is not really a fair 7 solution to the people that have lived there so long. So 8 we would be anxious to know if this goes through, what 9 the plans might be to inhibit that noise and how much 10 widening is going to be done. And that's about all I 11 have, and I want to thank you for the time.</p> <p>12 THE FACILITATOR: Thank you, sir. 13 If anyone else is in the auditorium and you'd 14 like to speak, register at the front desk, your name will 15 be up on the screen, and we'll call you in order. Thank 16 you.</p> <p>17 Erica Keenan. 18 Ms. Keenan, hi. You have three minutes, the 19 timer is here in front of you. Please begin.</p> <p>20 MS. KEENAN: All right. My name is Erica 21 Keenan, I'm a resident of Laveen, Arizona, and I 22 appreciate you letting us speak today. Over the past ten 23 years the population of Laveen and Southwest Phoenix has 24 doubled and the environmental impact projects that the 25 number to be more than doubled in the next 25 years.</p>
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	Page 66
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Code	Issue	Response
5	Heat Island	As buildings, parking lots, roads, and other infrastructure replace open land and vegetation, an urban heat island may result. The heat island effect is of a regional nature and, therefore, there is no requirement to analyze potential impacts and no possibility of determining the localized contribution at the project level to the regional heat island effect. It is likely, however, that a proposed project such as the South Mountain Freeway would be a minor contributor to the overall issue.
6	Purpose and Need	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
7	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
8	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix. Noise barriers are designed to provide a substantial reduction in noise levels along freeways, but do not and cannot eliminate noise from passing into nearby neighborhoods. Just because noise can be heard does not mean that noise barriers are ineffective. Even at the levels considered "acceptable" by the Arizona Department of Transportation Noise Abatement Policy and Federal Highway Administration regulations, noise is still readily audible and can be heard for some distance from the freeway. As mentioned in the sidebar on page 4-91, the Final Environmental Impact Statement is based on preliminary design and traffic information. As the design progresses to the Final Design phase, noise barrier locations and heights would be refined and finalized. During Final Design, more detailed information on the location, actual height, and distance from the property line of each noise barrier would become available.
9	Design	Preliminary widths for the proposed eight-lane freeway are discussed on Final Environmental Impact Statement page 3-58; see particularly Figure 3-34, "Typical Eight-lane Freeway Section."

Code	Comment Document
4428	<p>1 get it settled with the --</p> <p>2 MR. MARTINEZ: Why didn't they have this</p> <p>3 meeting back in 2009, when they were going to make up</p> <p>4 their minds and they did? You know, instead of having it</p> <p>5 three years later. Well, guess what? We're going to have</p> <p>6 a meeting. It's already -- the decision's already been</p> <p>7 made. So don't bother coming. And that's the feelings I</p> <p>8 have it.</p> <p>9 And I thank you for listening to my rant and</p> <p>10 rave. I had to vent.</p> <p>11 MR. GOULD: All right. I'm willing to give</p> <p>12 my name. Doesn't matter. My name is Dave Gould,</p> <p>13 G-o-u-l-d. I live on 2422 East Mountain Vista Drive,</p> <p>14 which is off 24th Street. If you get off Chandler and go</p> <p>15 down 24th, take a left immediately, I'm the fifth house</p> <p>16 in.</p> <p>17 So now I'm -- I have a couple of real big</p> <p>18 issues. Got a lot of issues, really.</p> <p>19 Coming from one of the cleanest states in</p> <p>20 the union to one that does not have good air control, as</p> <p>21 we all know, pollution control, because you're in this</p> <p>22 valley, it's just going to be even worse where we are.</p> <p>23 And the noise pollution, the air pollution from the diesel</p> <p>24 trucks is just amazing that will be coming.</p> <p>25 Now, this gentleman over here with the</p> <p style="text-align: right;">Page 29</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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

Code	Comment Document
3	<p>1 engineering firm that is doing one of the studies said, 2 oh, you won't be getting big tractor-trailer trucks coming 3 down there, you know, the 16-wheelers or whatever hauling 4 groceries or whatever. They're already on the turnpike -- 5 freeway. Up in New England we have turnpikes. You pay to 6 ride on them. We don't have too many freeways.</p> <p>7 And I don't know that that's all really true 8 or not. He says, you're only going to get smaller trucks 9 that will be servicing your area, like a air-conditioning 10 or plumbing guy.</p> <p>11 Well, we don't know that for sure. So we're 12 very concerned. Everyone on my street is very concerned. 13 I'm here actually representing a lot of people.</p> <p>14 There's also, I found out the other day -- 15 I've already spoken to the panel over here -- an 16 endangered species that's going to be involved. I don't 17 know if everybody's aware of that or not. But it's the 18 chuckwalla. The chuckwalla is a lizard. And it is 19 inherent only to the Sonoran Desert, and only part of it, 20 from what I hear, in the whole world.</p> <p>21 So if they do stuff out where I am, they are 22 going to affect the longevity of this species. And it is 23 a magnificent creature. I actually -- my back yard abuts 24 a hillside, so I have some of them there that live 25 naturally. And I just think it would be a shame if that</p>
4	<p style="text-align: right;">Page 30</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
3	Purpose and Need, Truck Bypass	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
4	Biology, Plants, and Wildlife	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix. The coloring of the male common chuckwalla is unique to the South Mountains; however, it is one of two color patterns and does not indicate a separate species or subspecies (see the Arizona Game and Fish Department's abstract for the common chuckwalla). The common chuckwalla is not an endangered species and is not a species of concern identified by the Arizona Game and Fish Department.

Code	Comment Document
	<p>1 is overlooked in the decision-making.</p> <p>2 And that's all I want to say. Okay? We are</p> <p>3 definitely not in favor of it for so many reasons.</p> <p>4 MR. WITHERS: My name is Thelbert Withers,</p> <p>5 T-h-e-l-b-e-r-t, last name Withers, W-i-t-h-e-r-s.</p> <p>6 I'm in support of the freeway just for the</p> <p>7 simple fact that Laveen is a growing area now. We need</p> <p>8 more hospitals and more advanced things in this area and</p> <p>9 that community, not to mention that it's going to bring a</p> <p>10 lot more jobs and building the freeway and everything.</p> <p>11 But I just want to put I'm in support of the</p> <p>12 freeway. I -- you know, let me think.</p> <p>13 Just for entertainment purposes, you know,</p> <p>14 movies, you know, out -- evenings out, there's not really</p> <p>15 nothing too much in the Laveen area to choose from. I</p> <p>16 just think with this freeway, it will bring more of those</p> <p>17 type of -- restaurants, type of -- entertainment</p> <p>18 activities.</p> <p>19 And like I said, more importantly, a freeway</p> <p>20 will bring a hospital, which is something that we really</p> <p>21 need in Laveen.</p> <p>22 So I just want to put my support down for</p> <p>23 it. And if there's anything I can do to support it to get</p> <p>24 there, I'm on board with it.</p> <p>25 So thank you. I appreciate your time.</p>
	<p style="text-align: right;">Page 31</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
<p>1</p>	<p style="text-align: right;">Document Created: 6/8/2013 11:35:56 AM by Web Comment Form</p> <p>Jeff Gove</p> <p>I appreciate the thoughtful effort the study team has taken to assess the proposed alternatives. To the naked eye, just looking at the map of all of the proposals, it is not clear why you wouldn't just connect to the 101. Given the extra costs to do so and the opposition from the local communities, it appears the the W59 alternative is the best choice.</p> <p>However, given that this freeway has been in the works since 1985, I am baffled as to why ADOT and/or the state or MAG didn't secure a more direct right of way for the freeway a long time ago, when many of the communities in the west valley barely existed. I'm sure there's a good reason (like the money was being spent on the I10 and I17). But still, the lack of long-term foresight at that time is resulting a route that, in my personal opinion, is less than optimal from the standpoint of providing a city bypass for traffic coming from the south.</p>

Code	Issue	Response
<p>1</p>	<p>Alternatives</p>	<p>While the City has some ability to control development through its zoning ordinances, the City does not have the authority to stop private land from being developed. The Arizona Department of Transportation was able to acquire large tracts of land along the Pecos Road alignment in the 1980s, but funding shortfalls kept the Arizona Department of Transportation from acquiring all of the needed land. Developers were aware of the potential freeway and made the decision to develop the land despite the risk that the freeway would eventually be built. Information related to freeway awareness and the responsibilities of the City of Phoenix, developers, and the Arizona Department of Transportation related to disclosure of the planning for the freeway is presented on page 4-13 of the Final Environmental Impact Statement.</p>

Code	Comment Document
4222	<p>1 even with the heat. I've done it for 20 years. 2 So please, please don't approve this idea 3 for the 202 Freeway. It's very unnecessary. Supply 4 and demand are not high enough for this type of 5 project. Thank you. 6 THE FACILITATOR: Thank you. Has Prem 7 Goyal returned? Did I pronounce your name correctly? 8 MR. GOYAL: Yes, thanks. I won't take 9 three minutes. A good question is I was looking at 10 the curves, which are growth curves, they are based 11 on 2005 data; they should be based on 2013 data. And 12 I have the newspaper cuttings every day that you did 13 at least expect lower demand. That directive curve 14 leads to the expansion of the future demand of the 15 transportation. Only way they can project the future 16 demands is from the utility demands. It looks like 17 we should verify those curves, as the 18 [unintelligible] president said, trust but verify. 19 All those curves have been verified, or they're just 20 ten years old, which don't mean very much in today's 21 environment. 22 Thanks very much. Have a good day. 23 THE FACILITATOR: Thank you very much. 24 Greta Rogers. Greta Rogers. 25 MS. ROGERS: Good morning. Let's turn</p> <p style="text-align: right;">Page 28</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

1

Code	Issue	Response
1	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
	<p data-bbox="459 352 522 379">5064</p> <div data-bbox="459 399 1339 1663" style="border: 1px solid black; padding: 5px;"> <p data-bbox="475 439 1252 796"> 1 MR. GOYAL: Prem Goyal. I'd like to see 2 if we can put on the website the MAG data which is 3 the growth curves. It looks like we get the data 4 from the MAG growth curves. I'd like to see if we 5 can put somewhere on the public website so we can 6 access that. See what -- how variables are input to 7 develop the growth curves. That's good. Appreciate 8 it. Thank you. 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 </p> </div> <p data-bbox="1236 1673 1330 1699" style="text-align: right;">Page 6</p> <p data-bbox="543 1713 1243 1764" style="text-align: center;"> Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com </p>

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2

Code	Issue	Response
1	Traffic	The Maricopa Association of Governments socioeconomic data are available on its Web site, <azmag.gov/Projects/Project.asp?CMSID=1132&MID=Information%20Services>.
2	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
<p>1</p> <p>2</p> <p>3</p> <p>4</p> <p>5</p> <p>6</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>	<p>4416</p> <p>are you going to do about our cultural sites? I know our rule has something to do with that, but I want to know is our petroglyphs, is our sacred sights going to be protected? Are they going to be moved somewhere else? That's what I want to know. Thank you very much.</p> <p style="padding-left: 40px;">THE FACILITATOR: Thank you.</p> <p style="padding-left: 40px;">An announcement, please. The last bus will be running in about five minutes at 7:30 for all destinations, orange, green, and blue, routes one, two, and three. Thank you.</p> <p style="padding-left: 40px;">Ashley Grace.</p> <p style="padding-left: 40px;">Ashley, could you please come to this microphone.</p> <p style="padding-left: 40px;">MS. GRACE: Thank you for letting me speak. I'm a recent addition to Phoenix, I moved here about a year and a half ago and I'm a military spouse. South Mountain, I think, is more important the way it is as a tourist attraction as one of, you know, Phoenix's points of pride, the largest -- the largest city park in the United States, as a place for wildlife. If you put an interstate through the middle of it, even if you conserve most of the area for wildlife, they won't be able to cross between and that creates big problems. You know, javelina and bobcats and everything else that is out there, they don't really have a very easy time crossing</p> <p style="text-align: right;">Page 90</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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

Code	Comment Document
<p style="text-align: center;">3</p>	<p>1 eight lanes of traffic.</p> <p>2 Also, I think economically it would be bad for</p> <p>3 Phoenix, because when you create more and more large</p> <p>4 interstates going in and out of a major city, you</p> <p>5 encourage urban sprawl, which takes a lot of money</p> <p>6 outside of the center of Phoenix and distributes it to</p> <p>7 make it wider and wider and wider urban sprawl, which</p> <p>8 Phoenix already has quite a bit. And that's all I wanted</p> <p>9 to say. Thank you.</p> <p>10 THE FACILITATOR: Thank you.</p> <p>11 For those of you who may not have heard, the</p> <p>12 last bus is leaving in about three minutes for all</p> <p>13 destinations out there.</p> <p>14 Cheryl Dumpert.</p> <p>15 Cheryl, could I ask you to use this microphone,</p> <p>16 please. Thank you.</p> <p>17 MS. DUMPERT: Hello, my name is Cheryl Dumpert</p> <p>18 and I'm a member -- I live in Ahwatukee, I've lived there</p> <p>19 since 1990. I'm an avid hiker and I helped extend the</p> <p>20 parking at the Telegraph Pass parking lot. I'm a member</p> <p>21 of several hiking groups with thousands of members that</p> <p>22 hike South Mountain regularly.</p> <p>23 Have you ever had a slice of pie, maybe just a</p> <p>24 sliver, but oh, it's so good, you want another and then</p> <p>25 another, and before you know it, you've eaten the whole</p> <p style="text-align: right;">Page 91</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
<p style="text-align: center;">3</p>	<p>Neighborhoods/ Communities</p>	<p>Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.</p>

LOOP 202
South Mountain
 Freeway Study

Draft Environmental Impact Statement
 COMMENT FORM

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

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

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

It is helpful to ADOT to receive comments on:

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

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

1) This is a bedroom community. The residents are not looking for economic development. We want a nice, clean, safe neighborhood in which to live and raise our families. We have access to the commercial/business by I-10 and we are just a few minutes from Chandler Fashion Square. The Wild River tribe is looking for commercial development not the residents of Ahwatukee/Goodyear.

2) The South Mountain Freeway will cause pollution like in central Phoenix and the 202 by Chandler/Gilbert

Optional
 Name: DIANNA GRACZYK Email: retirementqueen@cox.net
 Address: 15808 S 7th DRIVE
 City: Phoenix State: AZ Zip: 85045
 Phone: 480-460-1940 Fax:

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

ADOT TRACS No.: 202L MA 054 HS764 01L • Federal-aid Project No.: NH-202-D(ADY) 12-100

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

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

Code	Comment Document
	<p>Loop 202 South Mountain Freeway Study</p> <p>Dianna Graczyk – Comments</p>
3	<p>3. I have been in my house for 17 years and I bought the house knowing the traffic issues with this community. I value my quality of life and enjoy, clean fresh air, well maintained city streets, low noise and traffic. In the evenings and weekends the traffic is reduced to mainly residents only. We do not get a lot of traffic because our situation is one way in one way out. I enjoy biking, hiking, walking my dog in a safe environment with little traffic on the city streets.</p>
4	<p>4. The 202 Exits will bring more traffic into our bedroom community and crime rate will go up. If I wanted to live, shop, worship or play with the residents on the other side of the mountain, I would have saved hundreds of thousands of dollars and bought a house on the west side of the south mountain range. We don't care about the economic development in Laveen or where ever. We are being asked to give up our style of living for their economic development. Why would I drive there to shop when I drive less than 10 minutes and go to Chandler Fashion Square?</p>
5	<p>5. Not only will crime and pollution rise in this area but the additional traffic on our city surface streets will drastically increase thus causing more vehicle accidents in this area. The additional traffic on Chandler BLC will cause a danger to bicyclist, joggers, roller blades and folks walking with their children and pets. The landscapers/gardeners will face additional danger because of the volume of cars. It will be harder for them to keep the grounds pristine and get their tree trimming and general maintenance completed.</p>
6	<p>People come from all over the state to enjoy the serene hiking opportunities in our neighborhood. It is not unusual to see one or two cars without of state license plates at the entrance to the trails at chandler Blvd/19th Ave. Our state economy is primarily based on tourism and it would be a shame to have one last choice in hiking for tourists. Places like Squaw Peak are overburdened with</p>
7	
8	

Code	Issue	Response
3	Visual Resources	Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-169 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.
4	Neighborhoods/Communities	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
5	Social Conditions	In the case of the proposed action, the purpose of the project is not to promote economic development specifically in Laveen Village or anywhere else. The purpose is to respond to a growing need for additional transportation capacity as a result of regional growth occurring now and as projected.
6	Traffic	In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the freeway on the local street system, including the shift of access to Foothills Reserve and Calabrea from Pecos Road to Chandler Boulevard. The City study found no adverse effects on the local street system from the proposed freeway (see Appendix 3-1).
7	Traffic	The traffic projections for Chandler Boulevard (see Figure 3-12 on page 3-29 of the Final Environmental Impact Statement) show a reduction with the proposed freeway when compared with conditions without the proposed freeway.
8	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
	<p>hikers, it is almost impossible to get a parking spot unless you arrive extremely early.</p> <p>6. I fear for the safety of our children, outdoor playing/riding bikes or even in the schools which will find themselves in the range of one mile or less from the South Mountain Freeway. I believe there are no public schools in the I-10 corridor from Elliot to Chandler Blvd.</p> <p>4 7. Most of the crime in the Ahwatukee/Foothills area is centered within a 1 mile radius of I-10, numerous Bank robberies, AMC theatre, etc. In fact I-10 is a major artery for moving drugs/and human trafficking. We certainly do not want to expose our residential area to this type of illegal activity.</p> <p>9 10 8. Why not put the Freeway down by Maricopa or Casa Grande to hook up with 51st Ave? Is the primary reason for the Freeway to get 18 wheelers around the city of Phoenix? I am sure the Gila River Indians would be concerned if the Freeway would be placed down by Maricopa or Casa Grande. Their planned economic development around 40th street would be halted. Land in Maricopa or Casa Grande should be a lot less than is in the Ahwatukee/Foothills area. Highways are ugly litter with debris, billboards and fences.</p> <p>11 I could go on forever on the reasons not to build the South Mountain Freeway anywhere near Pecos road. This battle has been going on for years and for a very good reason. It is probably safe to assume the folks putting this proposal together and conducting environment studies look at numbers and care nothing about communities. Please seriously reconsider putting this freeway elsewhere.</p> <p>Sincerely,</p> <p>Dianna Graczyk</p>

Code	Issue	Response
9	Purpose and Need, Truck Bypass	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
10	Alternatives	<p>The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Final Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.</p> <p>A Riggs Road Alternative was considered. It would replace 51st Avenue south of its connection to Interstate 10 (Papago Freeway) for approximately 21 miles. It would then replace approximately 4 miles of Beltline Road in an easterly direction. At the Riggs Road/State Route 347 intersection, the alternative would replace approximately 3 miles of Riggs Road before connecting to Interstate 10 (Maricopa Freeway) (see Final Environmental Impact Statement page 3-9). While the Riggs Road Alternative would serve regional mobility needs, particularly of those living in the Maricopa area, meeting this travel demand would not address specific planning goals for an integrated regional transportation network. The <i>Regional Transportation Plan</i> identifies the proposed South Mountain Freeway as a critical link in the Regional Freeway and Highway System. The Riggs Road Alternative would not complete the Phoenix metropolitan area's loop system as part of State Route 202L, thereby causing substantial out-of-direction travel for motorists. Therefore, the Riggs Road Alternative would not meet the project's purpose and need criteria and was eliminated from further study.</p> <p>In addition, nearly two-thirds of any alternative using Riggs Road would be on Gila River Indian Community land. Tribal sovereignty is based in the inherent authority of Native American tribes to govern themselves. While this notion of sovereignty is manifested in many areas, generally Native American land is held in trust by the United States. Native American communities have the authority to regulate land uses and activities on their lands. States have very limited authority over activities within tribal land (see page 2-1 of the Final Environmental Impact Statement). From a practical standpoint, this means that the Arizona Department of Transportation and Federal Highway Administration do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or condemn tribal land for public benefit through an eminent domain process.</p>
11	Alternatives, E1 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document						
	<p data-bbox="376 433 913 483">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 504 1345 667"> <tr> <td data-bbox="376 504 860 570">INCOMING CALL DATE: 6/12/13</td> <td data-bbox="860 504 1345 570">INCOMING CALL TIME: 7:00 PM</td> </tr> <tr> <td data-bbox="376 570 860 620">CALLER: ELLEN GRAHAM</td> <td data-bbox="860 570 1345 620">CALLER ADDRESS: SUN CITY, AZ</td> </tr> <tr> <td data-bbox="376 620 860 667">PHONE:</td> <td data-bbox="860 620 1345 667">EMAIL:</td> </tr> </table> <p data-bbox="376 671 717 697">CALLER REMARKS/QUESTIONS:</p> <p data-bbox="376 701 1345 1387">I think putting the freeway in would be very beneficial. I've been in the valley since 1973 and I drove the inner city streets from Sun City area into central Phoenix for a number of years of working and when the I-10 and the 101 were completed, it made my travel to work much better and I know the traffic congestion is horrible, although my working hours, when I was working, I am now retired, but my working hours I avoided the heavy traffic, but I always remembered hearing reports on the television about the traffic tie up and the times and things and I know how much the freeway of the 101 and the 10 helped with the Phoenix Metropolitan area when they were completed. And, I think this other freeway connecting the South Mountain Freeway to the 10 would be a great deal of help because the outlining areas down there now of Maricopa and just the further South Mountain range, Laveen, all those down in there, Baseline area are now developing and before it was just farmland and as our valley develops as far as population, schools, jobs, everything, naturally we need to update and keep up with the roadways to supply the travel in an adequate manner for the population of the valley to move around. And I know how much it helped to have the freeways that are in existence now that didn't exist when I first came out here, only the I-17 existed and it's just unbelievable with the 101 and the 202 and the finishing of I-10 going through Phoenix and it was stopped at a certain point in Blithe and now that it is all complete it's really, really nice and I think, like I said, as the valley grows, the population grows the roadways have to grow. I'm not sure how that's going, the South Mountain, I haven't read up on it recently, I don't know exactly how that's going to involve the Indian reservations down there, but I am sure that it would benefit both and I know that through Scottsdale down Pima Road things were understood and there would possibly be adjustments made through the South Mountain Freeway. So it would benefit both communities; the reservation and the people that do not live on the reservation. But, we have to take into consideration people's rights and we have to think of everyone equally. So, I am very much in support of it and I don't know what else to say, but I, like I say I'm retired and I am unfortunately not able to travel outside of Sun City that much because of my health, but for many years the roadways, the last few years of working were a great deal of convenience for me and I hope that the younger generation can benefit from the newer roadways to come. Thank you very much for the opportunity to express my opinion on it. Thank you.</p>	INCOMING CALL DATE: 6/12/13	INCOMING CALL TIME: 7:00 PM	CALLER: ELLEN GRAHAM	CALLER ADDRESS: SUN CITY, AZ	PHONE:	EMAIL:
INCOMING CALL DATE: 6/12/13	INCOMING CALL TIME: 7:00 PM						
CALLER: ELLEN GRAHAM	CALLER ADDRESS: SUN CITY, AZ						
PHONE:	EMAIL:						

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p>1</p> <p>2</p> <p>3</p> <p>2</p>	<p>From: Projects To: ADOT Subject: FW: Opposition to Proposed Loop 202 Extension Date: Tuesday, July 16, 2013 10:07:54 AM Attachments: image001.png</p> <hr/> <p>Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov </p> <p>From: Justin Graham [mailto:grahamjm88@gmail.com] Sent: Monday, July 15, 2013 9:08 PM To: Projects Subject: Opposition to Proposed Loop 202 Extension</p> <p>To Members of the South Mountain Study Team:</p> <p>I am writing to briefly voice my opposition to the proposed extension of the Loop 202. As a resident of Downtown Phoenix, I am keenly aware of the localized pollution collecting around South Mountain from our valley's freeways. The future of growth and economic development for the valley is to improve transit options closer to our core, rather than encouraging exurban growth through the construction of new freeway rings. We have the opportunity to avoid pouring more money into these relatively short-sighted projects, and to the extent this \$2.6 billion dollar project takes money away from alternative transit options it is directly harming the future economic competitiveness of the valley.</p> <p>In summary, I oppose the Loop 202 extension as a massive misallocation of public funds that will not eliminate environmental problems, but rather encourage them through the well-understood principle of induced demand.</p> <p>Thank you for your attention to this matter,</p> <p>Justin Graham</p> <p>-- Justin Graham J.D./M.B.A. Candidate- Class of 2015 Arizona State University 602.510.3737 grahamjm88@gmail.com</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the</small></p>

Code	Issue	Response
1	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Secondary and Cumulative	The proposed freeway is a response to existing and anticipated travel demand in the metropolitan Phoenix area. It is not meant to increase travel beyond that expected to be generated from existing and anticipated population and employment growth and related land development. It is important to consider that improvements proposed for any type of transportation system (e.g., a new bus route, rail transit line, commuter rail service) would likely lead to changes in travel behavior, which, in turn, would lead to increased use of the particular system. Improvements made to a given transportation system are meant to attract new users (see Final Environmental Impact Statement pages 4-170 through 4-174). If this were not a primary goal, the improvements would be neither effective nor warranted. For the proposed action, a goal is to attract users of other segments of the Regional Freeway and Highway System and the local arterial street network, now and in the future, to the proposed action to optimize, in part, the entire regional transportation system (as outlined in the proposed action's purpose and need in Chapter 1).
3	Alternatives, Nonfreeway Alternatives	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document						
	<p data-bbox="366 431 913 485">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="366 499 1342 667"> <tr> <td data-bbox="366 499 857 570">INCOMING CALL DATE: 5/16/13</td> <td data-bbox="857 499 1342 570">INCOMING CALL TIME: 5:09 PM</td> </tr> <tr> <td data-bbox="366 570 857 620">CALLER: LYNN GRANDIE</td> <td data-bbox="857 570 1342 620">CALLER ADDRESS:</td> </tr> <tr> <td data-bbox="366 620 857 667">PHONE:</td> <td data-bbox="857 620 1342 667">EMAIL:</td> </tr> </table> <p data-bbox="366 667 721 697">CALLER REMARKS/QUESTIONS:</p> <p data-bbox="366 697 1277 727">I received this phone call today and I am in support of the South Mountain Freeway. Thank you.</p>	INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 5:09 PM	CALLER: LYNN GRANDIE	CALLER ADDRESS:	PHONE:	EMAIL:
INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 5:09 PM						
CALLER: LYNN GRANDIE	CALLER ADDRESS:						
PHONE:	EMAIL:						

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: Loop 202 South Mountain Draft EIS Date: Wednesday, May 22, 2013 10:54:07 AM </p> <hr/> <p> From: Michael Grandy [mailto:grandym35@yahoo.com] Sent: Tuesday, May 21, 2013 9:20 AM To: Projects Subject: Loop 202 South Mountain Draft EIS </p> <p> I have read through the Loop 202 South Mountain Draft EIS and concur with the recommended alternatives. Let's get to building the needed freeway as soon as possible. Don't let the Gila River Indian Community or Ahwatukee residents play the stall game any longer. </p> <p> Thanks, </p> <p> M.G. </p> <hr/> <p> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>From: Projects To: ADOT Subject: FW: Loop 202 Date: Tuesday, May 14, 2013 9:48:27 AM</p> <hr/> <p>From: Ernie Granese [mailto:ernie.granese@usa.net] Sent: Sunday, May 05, 2013 1:18 PM To: Projects Subject: Loop 202</p> <p>Hi,</p> <p>How come I don't see or read anything about making the Loop 202 part of the Federal Interstate freeway system?? All big cities (I am assuming you classify Phoenix as a big city) have Interstate Bypass freeways. This Loop 202 could be Interstate 10 bypass, called 110 or 210. This is actual what this roadway will be used for, trucks and cars going to Californian and bypassing downtown Phoenix. Doing this makes the feds pay for most of it. Also it may be better for the feds to negotiate with the Gila Indians for putting the freeway on some of their land. By the way, we don't need the entire Loop 202 to be on Gila land just the few miles that would take the homes along side Pecos.</p> <p>Thanks for listening.... Ernie Granese</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>
2	

Code	Issue	Response
1	Purpose and Need	<p>There are two general paths by which highways or future highways are designated as future Interstates. One path is the administrative path. In this case, a state (or states) asks the Federal Highway Administration to take a designation action; presents a case that the corridor to be designated is a logical addition to the Interstate system; demonstrates, where appropriate, coordination with other states and with metropolitan planning organizations; and makes a commitment to complete the route to an Interstate design level within 25 years. The other path is called the Congressional path. In this case, a future Interstate corridor is identified through statutory language primarily within the uncodified provisions of section 1105(e)(5) of the Intermodal Surface Transportation Efficiency Act, P.L. 102-240), as amended (in which the process stated in Title 23 of the Code of Federal Regulations, Part 470, generally applies). The Arizona Department of Transportation, Federal Highway Administration, and Maricopa Association of Governments are not pursuing Interstate designation for the proposed freeway. The route has been adopted into Arizona's State Highway System. The primary purpose of the proposed freeway is not to create a "truck bypass" for downtown Phoenix. The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic— including truck traffic—to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other "loop" freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. Commercial trucks would use the proposed action. As with all other freeways in the Maricopa Association Of Governments region, trucks would use it for the through-transport of freight, for transport to and from distribution centers, and for transport to support local commerce. And as with travel on all other freeways in the Maricopa Association of Governments region, the primary users of the proposed action would be automobiles. Further, it is not expected that the entire 21 percent of through-traffic (by tonnage) using Interstate 10 would divert from Interstate 10 to use the proposed action (see Final Environmental Impact Statement page 3-64). The trucking industry heavily depends on the efficient and fast movement of freight and on travel time savings. Trucking destinations in the Phoenix metropolitan area (either distribution centers or for local commerce) would require trucks to enter congested areas. Choosing to travel on the proposed action versus Interstate 10 would not translate to any substantial travel time benefits. Therefore, it is expected that "true" through-truck traffic (not having to stop in the metropolitan area) would continue to use the faster, designated, and posted bypass system of Interstate 8 and State Route 85.</p>
2	Alternatives, Gila River Indian Community Alignment	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>

Code	Comment Document
<p>1</p>	<p style="text-align: right;">Document Created: 5/21/2013 2:55:21 PM by Web Comment Form</p> <p>Curtis Grant The time to build is now, with the economy at this point, the cost to construct is at it's lowest level it will ever be. The longer we wait, the more expensive the project will become, the more congested the existing roadways will become and the longer the construction schedules will become. The time is now!</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p>1</p> <p>2</p> <p>3</p> <p>4</p>	<p style="text-align: right;">Heidi Grant Document Created: 7/1/2013 8:28:17 PM by Web Comment Form</p> <p>I am commenting as a member of PARC. I am strongly opposed to the South Mountain Truck by-pass. I am amazed that ADOT would consider putting a truck bypass so close to a very nice quiet community. We moved to the Ahwatukee area because of South Mountain and the quiet community it creates. Secluded from the busy big city. We love having a view of the mountain, and we love the fact that the mountain provides a very quiet community for us to live in with our 3 children. My husband loves mountain biking and hiking in this quiet community. Plopping a truck by-pass, just down the street from everyone who lives here is something I am amazed that would even be considered. Please think about the citizen and children who love this area before making such a horrible decision. Please think of the pollution you would be putting right next to those who just want a quiet place to live. Please think of us before you put a truck by pass that will provide no added benefit to those who live in the area. The only ones benefiting are truckers just passing through and don't really care about our neighborhood.</p>

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

Code	Comment Document
1	<p>From: Michelle Thompson To: ADOT Subject: FW: 202 loop Date: Friday, May 03, 2013 9:41:12 AM</p> <hr/> <p>Michelle Thompson Senior Community Relations Officer 1655 W. Jackson St. MD: 126F Phoenix, AZ 85007 602.316.4057 azdot.gov</p> <hr/> <p>From: JSJJGrass@aol.com [mailto:JSJJGrass@aol.com] Sent: Friday, May 03, 2013 7:26 AM To: Projects Subject: 202 loop</p> <p>I am against placing a freeway over Pecos Road.</p> <p>I would suggest if the idea of an internal loop is to move residents of Phoenix around the city easier; then restrict the 202 loop to two axle vehicles only (passenger cars/trucks) and force the truck trailer combinations to use the 10 freeway.</p> <p>Regards, Jeff Grass</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>
2	

Code	Issue	Response
1	Alternatives, E1 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Purpose and Need, Truck Bypass	

Code	Comment Document
	<p data-bbox="459 358 522 387">5017</p> <div data-bbox="459 399 1342 1661" style="border: 1px solid black; padding: 5px;"> <p data-bbox="472 439 1311 467">1 MR. GRASS: I'm Jeff Grass, G-r-a-s-s, Jeff Grass.</p> <p data-bbox="472 487 1268 516">2 My comment would be that, if I'm understanding</p> <p data-bbox="472 536 1249 564">3 correctly, the idea of the Pecos Road development is for</p> <p data-bbox="472 584 1311 612">4 continuous use, for improving traffic flow within the City or</p> <p data-bbox="472 633 1174 661">5 around the City of Phoenix, which I can understand.</p> <p data-bbox="472 681 1330 709">6 However, I would like to suggest, if it's primarily</p> <p data-bbox="472 729 1311 758">7 for the citizens of Phoenix or the eventual growth of Phoenix,</p> <p data-bbox="472 778 1330 806">8 to improve the transportation within that area, I would like to</p> <p data-bbox="472 826 1311 854">9 suggest that we handle Pecos Road like other cities have done.</p> <p data-bbox="472 874 1330 903">10 For example, Salt Lake City, they have put expressways that are</p> <p data-bbox="472 923 1236 951">11 restricted to two-axle vehicles only, so that we're not</p> <p data-bbox="472 971 1174 999">12 creating a thoroughfare for freight companies, from</p> <p data-bbox="472 1020 1299 1048">13 Jacksonville, Houston, trying to drive to Los Angeles or the</p> <p data-bbox="472 1068 1299 1096">14 other way; that the loop would be for improving traffic flow</p> <p data-bbox="472 1116 1330 1145">15 for the citizens that want to get to downtown Phoenix or around</p> <p data-bbox="472 1165 1299 1193">16 Phoenix easier. And it would be restricted to the cars, the</p> <p data-bbox="472 1213 1112 1241">17 trucks, anything, just only two-axle vehicles.</p> <p data-bbox="472 1262 503 1290">18</p> <p data-bbox="472 1310 503 1338">19</p> <p data-bbox="472 1358 503 1387">20</p> <p data-bbox="472 1407 503 1435">21</p> <p data-bbox="472 1455 503 1483">22</p> <p data-bbox="472 1503 503 1532">23</p> <p data-bbox="472 1552 503 1580">24</p> <p data-bbox="472 1600 503 1628">25</p> </div> <p data-bbox="1236 1677 1342 1705" style="text-align: right;">Page 2</p> <p data-bbox="553 1717 1249 1770" style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

1

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

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 5/15/13</td> <td data-bbox="857 506 1339 572">INCOMING CALL TIME: 4:16 PM</td> </tr> <tr> <td data-bbox="376 572 857 620">CALLER: CLAUDIA GRAY</td> <td data-bbox="857 572 1339 620">CALLER ADDRESS: 457 EAST VERA LANE, TEMPE, AZ 85284</td> </tr> <tr> <td data-bbox="376 620 857 669">PHONE:</td> <td data-bbox="857 620 1339 669">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support the Freeway. Thank you.</p>	INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 4:16 PM	CALLER: CLAUDIA GRAY	CALLER ADDRESS: 457 EAST VERA LANE, TEMPE, AZ 85284	PHONE:	EMAIL:
INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 4:16 PM						
CALLER: CLAUDIA GRAY	CALLER ADDRESS: 457 EAST VERA LANE, TEMPE, AZ 85284						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p data-bbox="450 348 515 370">4355</p> <div data-bbox="450 395 1339 1655" style="border: 1px solid black; padding: 10px;"> <p data-bbox="478 439 1305 606">1 children with the status quo, using the exorbitant 2 right-of-way freeway paid the landowners the highest 3 buildout cost. The Arizona legislature has done that 4 to us.</p> <p data-bbox="478 631 1305 751">5 Nor should we ignore the many deaths, semi 6 rollovers, and the expensive public responders to the 7 many and frequent crash freeway accidents.</p> <p data-bbox="478 776 1330 897">8 Now, what we need is safe, efficient, useful, 9 sustainable, affordable, state-of-art regional 10 connective transportation.</p> <p data-bbox="478 921 1330 1042">11 And even considering a fast train, high-speed 12 elevated train, from Tucson to Phoenix around this 13 Broadway Curve as a viable alternative.</p> <p data-bbox="478 1066 1330 1187">14 MANUEL TOPETE: And I live in Laveen, 51st 15 and Baseline. And I can't wait for this to happen. As 16 simple as that.</p> <p data-bbox="478 1211 1330 1332">17 My only regret is I won't live to see it. 18 Just I wish it was already done. I think you should 19 also hear this, aside from all this bad.</p> <p data-bbox="478 1356 1330 1614">20 KARIN GRAY: I have been a resident of 21 Ahwatukee for over ten years, moved here from Texas, 22 and absolutely love South Mountain. One of the reasons 23 I moved to that area was to have access to all 15 miles 24 of the Nation Trail, from one end to the other on South 25 Mountain, the biggest city park in the United States.</p> </div> <p data-bbox="1236 1665 1339 1687" style="text-align: right;">Page 11</p> <p data-bbox="491 1707 1299 1764" style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
<p>1</p> <p>2</p> <p>3</p> <p>4</p> <p>5</p> <p>6</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>	<p>It would be an absolute disaster if any kind of highway goes through South Mountain. I have no problem with an expressway that goes around it in some form or fashion. I wouldn't mind if it went all the way down to 101 on the west side and connected there.</p> <p>But I would be totally opposed to any plan that infringes on the South Mountain Park area. I am especially concerned with the wildlife. One of the joys of living in Ahwatukee is having havalina in the front yard, the coyote wandering through. My son rescued a Great Horned Owl chick about two years ago, and the nesting pair are still in our neighborhood.</p> <p>And the kind of freeway they are talking about would disrupt the wildlife that call South Mountain their home.</p> <p>Let's see, what else? I've always thought if we had the technology to build a tunnel under the English Channel -- and that was done several years ago -- we could certainly build a tunnel under a mountain. I have looked at the proposals. They include HOV lanes and talk about Homeland Security issues. I understand all that. I understand all that.</p> <p>I do believe it can be done, and I also believe it could pay for itself by the people who would be willing to pay a monthly toll to use the tunnel to</p>
	<p style="text-align: right;">Page 12</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
1	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Alternatives, W59 Alternative Versus W101 Alternative	
3	Biology, Plants, and Wildlife	
4	Alternatives	<p>Information related to the challenges and costs of a tunnel through the South Mountains is described beginning on page 3-16 of the Draft Environmental Impact Statement. The primary purpose of the tunnel would be to eliminate impacts on the South Mountains; however, the tunnel option would not accomplish this.</p> <p>The project would be completely funded through federal sources and local ½-cent sales tax, as programmed in the Arizona Department of Transportation 5-year Transportation Facilities Construction Program and the Maricopa Association of Governments <i>Regional Transportation Plan</i>; therefore, tolling is not required to fund the proposed action.</p>

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<p>2</p>	<p>1 bypass having to go on I-10 or around 48th Street. 2 So if I had a vote, it would be for either a 3 tunnel or to extend the 202 all the way out to connect 4 to the 101, bypassing the park. 5 That's it. 6 GABRIEL JASSO: Definitely need the South 7 Mountain Extension Loop 202 built ASAP. It will help 8 alleviate traffic within the city's freeway system, 9 eliminate bigger trucks on our roadways down on 10 Baseline and 51st Avenue, and bring business to the 11 area, valued business to the South Phoenix/Laveen area, 12 creating jobs and better opportunities for people, and 13 would also mean less travel for us residents in South 14 Phoenix to other parts of the Valley, which would also 15 help improve with traffic in other areas, as well as 16 pollution. 17 That's it. 18 19 (The proceedings concluded at 8:00 p.m.) 20 21 22 23 24 25</p> <p style="text-align: right;">Page 13</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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	<p data-bbox="407 334 475 358">4954</p> <div data-bbox="450 395 1339 1655" style="border: 1px solid black; padding: 10px;"> <p data-bbox="478 439 500 459">1</p> <p data-bbox="851 485 1003 506" style="text-align: center;">PROCEEDINGS</p> <p data-bbox="478 532 500 552">2</p> <p data-bbox="478 578 1330 828">3 MR. GRAY: My name is Walter Gray, G-r-a-y, and I 4 belong to an organization known as the West Side Town Hall 5 Steering Committee. I'm the coordinator. That group may 6 or probably will take an official position probably 7 expressed in a letter to the appropriate people, ADOT or 8 the City Council or whoever the right people are.</p> <p data-bbox="478 854 1330 1197">9 In my personal opinion and my personal view, just 10 from viewing the panel and also the video, one concern I 11 have is that the real basis of this Loop 202 South 12 Mountain Freeway is to take the freeway to Downtown 13 Phoenix, relieve traffic from I-10 going into Downtown 14 Phoenix, create an alternative route into Downtown Phoenix 15 on the West Side. I think that's the basic fallacy of the 16 study.</p> <p data-bbox="478 1223 1330 1608">17 I don't think we should continue to pour all 18 transportation into Downtown Phoenix. You know, what will 19 follow then is the East Valley will get crowded, 20 Downtown Phoenix will grow, these freeways will get 21 crowded and they'll build a light rail in the freeways and 22 that'll go through and everything will go to Downtown 23 Phoenix. And that creates unbalanced development because 24 it's all Downtown Phoenix and everybody lives outside of 25 Downtown Phoenix.</p> </div> <p data-bbox="1246 1665 1339 1689" style="text-align: right;">Page 2</p> <p data-bbox="491 1705 1299 1761" style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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

Code	Comment Document
	<p>1 So my first reaction to this is that what they --</p> <p>2 what I would prefer is employment centers in Ahwatukee, in</p> <p>3 Laveen. The City of Phoenix has two that are -- one is at</p> <p>4 99th Avenue and I-10 and one is at 27th Avenue and I-10,</p> <p>5 two employment centers. They're not existing, but they're</p> <p>6 planned employment centers. Plus, you have additional</p> <p>7 employment along the Loop 101 north of I-10.</p> <p>8 So what I've been advocating -- I advocated this</p> <p>9 in the light rail hearing in Glendale -- is that we try to</p> <p>10 shift more employment to the West Valley so that we can --</p> <p>11 so that we can reduce the impact of traffic all going to</p> <p>12 Downtown Phoenix. So to do that, you know, to balance</p> <p>13 planning -- I mean, the idea is to keep the residential</p> <p>14 relatively close to the employment. That seems to be a</p> <p>15 major link there, employment and residential, and then</p> <p>16 everything else kind of fits into that, the business part</p> <p>17 of it, the recreation, other parts of the community</p> <p>18 involvement.</p> <p>19 So my feeling is that they should take the -- the</p> <p>20 employment -- the two city employment centers and also</p> <p>21 have one down in Maryvale -- I mean in Laveen and one in</p> <p>22 Ahwatukee, and that would encourage people -- and they're</p> <p>23 existing and there could be additional employment centers</p> <p>24 in Chandler, and that would encourage people to travel</p> <p>25 closer to home to go to work and reduce the impact of the</p>
	<p style="text-align: right;">Page 3</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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	<p>1 infrastructure and having to build these very costly 2 freeway systems and light rail systems.</p> <p>3 And that makes for better community development. 4 It reduces pollution. It provides the people more time, 5 more leisure time. It provides more things that are 6 available.</p> <p>7 So I -- that's my feeling. That's the basic 8 feeling. I think there should be employment centers. You 9 know, for example, in Ahwatukee, you know, it would be 10 more office kind of employment or government kind of 11 employment; same thing with Laveen. The ones in Phoenix 12 on 99th Avenue and 27th Avenue, those, I think, are more 13 suited for manufacturing. And so there could -- you know, 14 there doesn't have to be just one employment center in 15 Laveen. There could be two.</p> <p>16 But the basic complaint that I have -- also, I 17 think it's important to be considerate of the Gila River 18 Indian Nation, because they are -- you know, they have a 19 different culture and they have different values. I know 20 that I've been at hearings where they have expressed 21 concerns about pollution, you know.</p> <p>22 I guess one reason they rejected having the 23 freeway on their land is you've got the South Mountain 24 that will kind of do the same thing that it does on the 25 Phoenix side, which is keep the pollution kind of</p>
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2	<p>1 funneling south of South Mountain. And that would settle 2 right over the Indian Nation, which, you know, they're 3 just more environmentally sensitive than the normal 4 person.</p> <p>5 Let's see if I have anything else.</p> <p>6 I'm also a member of the Sierra Club, and I know 7 they're concerned about cutting through the park, the 8 South Mountain Park. They -- I don't know if that's such 9 a critical concern, you know, or my own personal view, 10 because it's only 31 acres and it's at the very end of the 11 mountain range. And so -- but that's a consideration 12 also.</p> <p>13 Yeah, I think what makes more sense to me is 14 they've already eliminated the route through the 101, 15 which is called the west of 101 or something like, that 16 would connect with the Loop 101. To me, that might make 17 more sense, because, you know, again, the idea is to take 18 traffic away from Downtown Phoenix in my opinion. By 19 having that traffic go to the 101 and up towards Glendale 20 where you have the stadium and the arena and other 21 potential employment -- plus, you have the 99th Avenue 22 City of Phoenix employment center at 99th Avenue and I-10. 23 It seems to me that that way we'd take traffic west away 24 from Downtown Phoenix.</p> <p>25 And I think, you know, socioeconomically, if you</p>
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Code	Issue	Response
2	Air Quality	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p> <p>According to the Arizona Department of Transportation, 2013, <i>Air Quality Assessment South Mountain Freeway 202L Draft Report</i>, review of wind data from the Gila River Indian Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows and stable atmospheric conditions, wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns tend to flow from the east to the lower elevations along the Gila River. During the warmer hours' improved mixing, flows typically follow the river channel and come from the north and northwest.</p> <p>Likewise, during a 1-month-long meteorological monitoring period (November 20, 2006, through December 21, 2006) at Pecos Road and 40th Street and a second 1-month-long monitoring period at Pecos Road and 24th and 40th streets (April 19, 2007, through May 21, 2007), winds during the morning hours typically were from the northeast. During the warmer hours, and with improved mixing, winds typically were from the west.</p>
3	Section 4(f) and Section 6(f)	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>
4	Alternatives, W59 Alternative Versus W101 Alternative	

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	<p>1 keep putting everything into Downtown Phoenix, then, you</p> <p>2 know, Downtown Phoenix will increase in value and the rest</p> <p>3 of the Valley won't increase as well -- as evenly, you</p> <p>4 know. All the property value, the income, all of that</p> <p>5 will be concentrated in the hands of relatively few</p> <p>6 people. And if you disperse the employment and</p> <p>7 transportation, then you will spread out wealth among a</p> <p>8 greater number of people.</p> <p>9 Well, I guess that's about it, you know, for this</p> <p>10 rendition. I'll take one of these statements, talk to</p> <p>11 people who are on the West Side Town Hall Steering</p> <p>12 Committee and see -- I think there's going to be one more</p> <p>13 public meeting that Councilman Michael Nowakowski,</p> <p>14 N-o-w-a-k-o-w-s-k-i, is planning. He's planning a</p> <p>15 meeting, so that's another opportunity to comment.</p> <p>16 But this is the official process of the</p> <p>17 Environmental Impact Statement, so we'll probably submit a</p> <p>18 statement to ADOT as directed in this bulletin -- or this</p> <p>19 brochure.</p> <p>20 THE REPORTER: Okay. Thank you. If you have</p> <p>21 anything you think of later, you're welcome to come back</p> <p>22 and talk to us.</p> <p>23 MR. GRAY: I have an addendum. I'm not sure if I</p> <p>24 talked to one of the engineers, but as I mentioned, I'm a</p> <p>25 member of the Sierra Club, and one of the concerns of the</p>
	<p style="text-align: right;">Page 6</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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5	<p>1 Sierra Club is urban sprawl. And urban sprawl just means 2 that the development just expands in low density to the 3 extremes of the metropolitan area. And I think that this 4 would encourage that rather than having more dense 5 development that would occur if we had, you know, more 6 balanced development with employment centers in Ahwatukee, 7 Laveen, West Phoenix and Glendale and Chandler.</p> <p>8 That way, we'd have a variety of housing 9 connected with the employment, and, you know, it would 10 not -- it would kind of increase the economic value of 11 that area and have people staying in that area rather than 12 moving to the extremes, although they've already done 13 that. So that's one of the concerns of the -- of the 14 Sierra Club, and that continues to be a concern here.</p> <p>15 Another thing is that there's something called 16 inversion. Inversion is when you develop your inner core, 17 your downtown and your surrounding areas of downtown, the 18 inner core. And that attracts largely younger families 19 and individuals, generally people who are middle class, 20 back into the inner core because there's a lot that 21 appeals to them.</p> <p>22 But what that means is that -- what that means is 23 that the people in the low-income areas within the inner 24 city, they don't move that way because they can't afford 25 to live -- because the whole value of the whole downtown</p>

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5	Secondary and Cumulative	<p>Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.</p>
6	Planning	<p>Growth patterns and densities are largely determined by each respective jurisdiction’s land use planning decisions, as identified in its General Plan and implemented through its local zoning decisions. In the Laveen Village area, the Phoenix General Plan identified an employment center along the Preferred Alternative at Dobbins Road. This center, envisioned as areas of mixed land use, is not inconsistent with the concept of smart growth, which concentrates growth in compact, walkable urban centers to avoid sprawl.</p>

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	<p>1 area or the whole inner core gets so high that they can't 2 afford to live there. So the growth just expands and 3 eliminates some of them.</p> <p>4 In other cities, like Seattle and Chicago, when 5 it happened like that, nobody, to date, makes any plans 6 for the people who get displaced, low-income people who 7 get displaced by the spread of the inner core. So what 8 I'm talking about here is that, you know, one of my basic 9 concerns is the people who are the working poor or poor, 10 because I live in Maryvale, in West Phoenix, and I've 11 lived here 30 years. That's my concern. I mean, I've 12 been active in the community for many years.</p> <p>13 So to protect those people and to increase their 14 wealth, then we should have development in their area. 15 And that's where I talk about these employment centers 16 that are in these areas that keep the -- keep the 17 people -- well, it gives them jobs so that they can stay 18 in the area and increase their income and contribute more 19 to the economy.</p> <p>20 So those are two things I wanted to add. Thank 21 you.</p> <p>22 THE REPORTER: Thank you, sir.</p> <p>23 24 25</p>
	<p style="text-align: right;">Page 8</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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<p style="text-align: center;">2</p>	<p>1 It does very little for West Phoenix. I think it 2 might be better, although it is not a preferred 3 route, to bring the 202 -- one, starting in the east 4 to make the 202 a parkway from I-10 to the South 5 Mountain divide. And that would apparently be more, 6 from what I was told, be more acceptable to Ahwatukee 7 and the Gila River Indian Nation. And then in 8 Ahwatukee, convert the golf course, the abandoned 9 golf course in Ahwatukee, to a Texaco and office 10 center, to relocate jobs from downtown to Ahwatukee, 11 because many people in Ahwatukee work downtown. 12 And then moving west, that would reduce 13 the amount of traffic going into downtown, meaning 14 less infrastructure for the 202 -- less 15 infrastructure for the 202, and shorter patterns 16 between home and work for Ahwatukee residents and 17 Chandler residents. And then I don't have much -- I 18 think the alignment of the 202 as a freeway would be 19 good -- is good from the South Mountain divide to 20 State Route 30, and State Route -- from State Route 21 30 or the proposed State Route 30 from there to I -- 22 to I-10, at 59th Avenue, I don't think that would 23 benefit West Phoenix. That would be a huge cost, 24 and -- to build that interchange, add lanes, they may 25 still -- you know, you're going to add two lanes. So</p> <p style="text-align: right;">Page 3</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
<p style="text-align: center;">2</p>	<p>Purpose and Need</p>	<p>In the best-case scenario, a parkway would carry approximately 105,000 vehicles per day, well below the average daily traffic on the proposed freeway, which would range from 117,000 to 190,000 vehicles per day (see Final Environmental Impact Statement page 3-19). As a result, the Arizona Parkway would lack sufficient capacity to meet projected travel demand. The Arizona Parkway would not adequately address the projected transportation system capacity deficiency, would not remove a sufficient amount of traffic from arterial streets, and, therefore, would not meet the project's purpose and need. For these reasons, the Arizona Parkway was eliminated from further consideration.</p>

Code	Comment Document
3	<p>1 the thing is that my preference is to take the 202 2 from the South Mountain divide to the State Route 30, 3 then take State Route 30 west, with a branch to the 4 101. That would not have to be quite as big, a full 5 freeway. And that would mean not having to replace 6 the interchange at the 101. And at the same time, 7 the employment centers can be located in Laveen and 8 in Tolleson, you know.</p> <p>9 New employment centers, employment 10 centers particularly that have manufacturing as part 11 of their -- as part of the centers, that they have 12 manufacturing there or green jobs. The Laveen 13 population has a satellite community college, which 14 will upgrade the work force in Laveen. We only have 15 a little community college center, which we hope to 16 expand. So we have a longer way to go to upgrade our 17 work force. And I think bringing jobs for the west 18 rather than just trying to take jobs out to Chandler 19 from the west, and Laveen and Avondale, would be 20 better. It would be better to have a branch from the 21 101, an employment center at 99th Avenue and I-10, 22 and that employment center -- I prefer infrastructure 23 that facilitates the employment centers in the west 24 to reduce transportation in Laveen and West Phoenix, 25 and also Tolleson. And even Avondale.</p>

Code	Issue	Response
3	Alternatives	<p>The proposed freeway is part of the multimodal <i>Regional Transportation Plan</i> (see Final Environmental Impact Statement page 1-5 for more information regarding the <i>Regional Transportation Plan</i>). The <i>Regional Transportation Plan</i> includes other freeway projects, such as State Route 30 and State Route 303 Loop that provide additional capacity and mobility in the region. All of these transportation facilities work as a system and rely on each other to provide optimum performance. Also, the <i>Regional Transportation Plan</i> included funding for improvements to 99th Avenue south of Interstate 10.</p>

Code	Comment Document
<p>1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25</p>	<p>So by -- in this way, I think they'll save some costs. They'll save some costs, and they'll -- because the way they're going now, you know, it's just going to be -- Laveen will benefit quite substantially, West Phoenix will not. West Phoenix will be left to be the low-income community. And this is consistent with what has been happening for 30, 40 years.</p> <p>Whereas, the whole emphasis is on making downtown the employment center. And I think that, you know, that the City of Phoenix needs to upgrade the work force in East Phoenix also, and South Phoenix and Sunnyslope and the Canyon Corridor, which are behind, even behind West Phoenix, they're further behind West Phoenix. So the City of Phoenix needs to work with the Maricopa Community College District to -- to bring about the higher work force that can travel shorter distance to the employment center.</p> <p>Also, I wanted to make a statement about the hearing process. This is -- this same kind of hearing process has been used for about 30 years, 25, 30 years. It was initiated by President Reagan through the Department of Transportation. And through all the federal agencies, to provide this type of meeting without having a large audience. And</p>

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<p style="text-align: center;">4</p>	<p>1 without having -- because they don't want one speaker 2 to influence other people. But at the same time, 3 they provide this format, overwhelming staff 4 positions, staff-supported positions against 5 individuals. And there's no way to hear what the 6 different views are. So I think ADOT should and the 7 governor, through the governor, and through the 8 congressional delegation ask the president, which I 9 think can be done by executive order, to change back 10 to the old format, where you could have a large 11 audience when there's a significant -- you know, when 12 there's a significant project. And you can have 13 speakers.</p> <p>14 In this case, there's no public 15 testimony, other than by transcription. The other 16 people in the room don't know what I believe, and I 17 don't know what they think. And it puts us at -- it 18 puts any opposition to any project at a great 19 disadvantage, and does not allow for opposition. You 20 know, meaningful opposition. We don't know, you 21 know, if people would -- other people believe what I 22 believe. Only one of these hearings has been held 23 close to West Phoenix. No hearings have been held in 24 West Phoenix or meetings, not really hearings. None 25 have been held in West Phoenix. One was held close</p> <p style="text-align: right;">Page 6</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
<p style="text-align: center;">4</p>	<p>Public Involvement</p>	<p>The public hearing for the Draft Environmental Impact Statement was held on May 21, 2013, at the Phoenix Convention Center from 10 a.m. to 8 p.m. The public hearing's main purposes were to present findings of the Draft Environmental Impact Statement and to obtain public testimony or comment on the Draft Environmental Impact Statement. During the day-long public hearing, participants had the opportunity to watch a video describing the study, review study information, talk to project team members, and provide verbal comments to a panel of project team members in front of an audience.</p> <p>The six community forums were held at geographically diverse locations: west Phoenix (Sunridge Elementary School, 6244 West Roosevelt, Phoenix); the Gila River Indian Community; Ahwatukee Foothills Village; Laveen Village; Avondale; and Chandler. Notification that community forums would be held was included in the public hearing materials, and forum dates and locations were posted online and advertised at each successive community forum. Print advertisements for the community forums were placed in the following publications from April 26 through July 3, 2013: <i>The Arizona Republic</i>, <i>La Voz</i>, <i>Ahwatukee Foothills News</i>, <i>Arizona Informant</i>, <i>East Valley Tribune</i>, and <i>West Valley View</i>. These forums provided a more informal opportunity to learn about the Draft Environmental Impact Statement. Attendees could watch the study video, view study materials, and talk to project team members. Court reporters were available to take individual verbal comments with no time limit, and written comments could also be submitted.</p>

Code	Comment Document
5	<p>1 to West Phoenix, but it was south of I-10, south of 2 the warehouse corridor. And there also needs to 3 be -- I'm sure there must be somebody here who speaks 4 Spanish, but if you had it, you know, in a large 5 setting, you could provide earphones and things, and 6 the Spanish-speaking would have an opportunity to 7 listen to what's said and maybe express their views 8 or support other views and express their own views.</p> <p>9 I'm particularly disappointed that no 10 public meeting was done in West Phoenix. And not 11 promoted properly in West Phoenix to draw -- to draw 12 a large crowd. I was told by the state 13 representative that State Representative Mark Harden 14 and City Councilman Michael Nowakowski were going to 15 hold their own meeting on the 202, that has not been 16 transpired. Whether that comes later or not, I don't 17 know, but certainly something like that should have 18 occurred during this review of the EIS, the 19 Environmental Impact Statement.</p> <p>20 I guess the concluding point is that 21 this facilitates -- it facilitates long-distance 22 travel to employment centers, rather than short work 23 trips. It's more to do that. And I believe there 24 should be -- greater emphasis should be on 25 infrastructure, not only physical infrastructure, but</p>
6	<p style="text-align: right;">Page 7</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>


Code	Issue	Response
5	Public Involvement	At the public hearing and all six community forums, Spanish interpreters and a sign language interpreter were available to assist participants as needed. O'odham language interpreters were available at the public hearing and two of the community forums. Informational brochures were also available in Spanish.
6	Public Involvement	The six community forums were held at geographically diverse locations: west Phoenix (Sunridge Elementary School, 6244 West Roosevelt, Phoenix); the Gila River Indian Community; Ahwatukee Foothills Village; Laveen Village; Avondale; and Chandler. Notification that community forums would be held was included in the public hearing materials, and forum dates and locations were posted online and advertised at each successive community forum. Print advertisements for the community forums were placed in the following publications from April 26 through July 3, 2013: <i>The Arizona Republic</i> , <i>La Voz</i> , <i>Ahwatukee Foothills News</i> , <i>Arizona Informant</i> , <i>East Valley Tribune</i> , and <i>West Valley View</i> . These forums provided a more informal opportunity to learn about the Draft Environmental Impact Statement. Attendees could watch the study video, view study materials, and talk to project team members. Court reporters were available to take individual verbal comments with no time limit, and written comments could also be submitted.

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	<p>1 also, you know, educational infrastructure, other 2 types of infrastructure, social infrastructure, to 3 reduce the physical infrastructure costs, increase 4 the other costs, and balance out development 5 throughout the Valley and have shorter work-to-home 6 trips.</p> <p>7 So -- and that would mean that West 8 Phoenix would have a better opportunity to -- West 9 Phoenix would have a better opportunity to upgrade 10 themselves, rather than remain as a lower income 11 community.</p> <p>12 THE REPORTER: Is that it? 13 MR. GRAY: Yes. 14 THE REPORTER: Thank you so much. 15 MR. GRAY: Thank you.</p> <p>16 17 18 19 20 21 22 23 24 25</p>
	<p style="text-align: right;">Page 8</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; padding: 2px;">INCOMING CALL DATE: 5/16/13</td> <td style="width: 50%; padding: 2px;">INCOMING CALL TIME: 10:51 AM</td> </tr> <tr> <td style="padding: 2px;">CALLER: FRED GREDEGE</td> <td style="padding: 2px;">CALLER ADDRESS: 1522 EAST TREASURE COVE DRIVE, GILBERT, AZ 85234</td> </tr> <tr> <td style="padding: 2px;">PHONE:</td> <td style="padding: 2px;">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support the freeway. It should be connected to the 303 at the proper place, not before it. I support it and it needs to done. But, it should be a complete loop, not a dog leg left and then right like you're going north it should be a loop and properly done.</p>	INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 10:51 AM	CALLER: FRED GREDEGE	CALLER ADDRESS: 1522 EAST TREASURE COVE DRIVE, GILBERT, AZ 85234	PHONE:	EMAIL:
INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 10:51 AM						
CALLER: FRED GREDEGE	CALLER ADDRESS: 1522 EAST TREASURE COVE DRIVE, GILBERT, AZ 85234						
PHONE:	EMAIL:						

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

Code	Comment Document
	<p data-bbox="428 439 808 544"> From: Projects To: ADOT Subject: FW: South Mountain Freeway Date: Tuesday, July 16, 2013 10:08:03 AM Attachments: image001.png </p> <hr/> <p data-bbox="428 635 683 876"> Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov  </p> <hr/> <p data-bbox="428 907 854 997"> From: Cheryl Green [mailto:cheryl@cjbg1980.com] Sent: Monday, July 15, 2013 6:44 PM To: Projects Subject: South Mountain Freeway </p> <p data-bbox="428 1024 823 1139"> We do not want the South Mountain Freeway Cheryl And Brett Green 4172 E Rockledge Rd AHWATUKEE </p> <hr/> <p data-bbox="428 1199 1289 1270"> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td>INCOMING CALL DATE: 7/23/13</td> <td>INCOMING CALL TIME: 4:50 PM</td> </tr> <tr> <td>CALLER: BENDRA [UNCLEAR] GREEN</td> <td>CALLER ADDRESS: 18220 NORTH 26TH PLACE, PHOENIX, ARIZONA 85032</td> </tr> <tr> <td>PHONE:</td> <td>EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I would vote yes for the South Mountain Loop 202 freeway.</p>	INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 4:50 PM	CALLER: BENDRA [UNCLEAR] GREEN	CALLER ADDRESS: 18220 NORTH 26 TH PLACE, PHOENIX, ARIZONA 85032	PHONE:	EMAIL:
INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 4:50 PM						
CALLER: BENDRA [UNCLEAR] GREEN	CALLER ADDRESS: 18220 NORTH 26 TH PLACE, PHOENIX, ARIZONA 85032						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: Comments Regarding Proposed 202 Loop Date: Monday, July 08, 2013 8:49:57 AM Importance: High</p> <hr/> <p>Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov</p> <p>-----Original Message----- From: cgreene22@cox.net [mailto:cgreene22@cox.net] Sent: Sunday, July 07, 2013 7:33 PM To: Projects Cc: cgreene22@cox.net Subject: Comments Regarding Proposed 202 Loop Importance: High</p> <p>We are writing to state our OPPOSITION of the proposed 202 Loop for the following reasons.</p> <p>1 2 Environment impact. Air and Noise Pollution. Increased traffic will produce result in additional pollution, impacting 75,000 people. I understand your study states you have met the federal standards. Regardless of the federal standards, pollution is pollution no matter what number you assign it. I am not comforted by some federal standard. I don't trust your study or the federal standards you propose it meets. . All one needs to do is drive on Interstate 10 into Phoenix and see the brown haze that sits over downtown. I certainly don't want that on this side of the mountain. The no-build option is the only option.</p> <p>3 Traffic noise can be heard a mile from I-10. If you add another freeway, that noise will increase profoundly.</p> <p>4 Dangerous trucks in a fragile area As more cars pass through a major thoroughfare, there's a greater chance of someone throwing a cigarette butt out of a window and causing problems. Sonoran Deserts are not fire adapted. When you have people using a major thoroughfare, you're going to increase the chance of anyone throwing a cigarette butt out. It's going to increase the risk, whether it's incidental. You're also going to have species that will fill in empty spaces left by construction and those species help fuel local fires. There's a number of factors, but when combined it will have an impact, and I fear a negative impact on that ecosystem. (Source: Wendy Hodgson, research botanist and herbarium curator at the Desert Botanical Garden)</p> <p>5 We are concerned, as is the Ahwatukee-based Protecting Arizona's Resources and Children (PARC), about the possibility of truckers using the South Mountain Freeway as a Canamex route, to get trucks and whatever hazardous materials they may be carrying from Mexico or Canada through the U.S. as quickly as possible. The DEIS does state in several areas that hazardous materials will be allowed on this freeway. This is UNACCEPTABLE!</p> <p>6</p> <p>7 Destruction of South Mountain terrain.</p> <p>8</p>

Code	Issue	Response
1	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Noise	
3	Alternatives, No-Action (No-Build) Alternative	
4	Noise	Noise barriers are designed to provide a substantial reduction in noise levels along freeways, but do not and cannot eliminate noise from passing into nearby neighborhoods. Just because noise can be heard does not mean that noise barriers are ineffective. Even at the levels considered "acceptable" by the Arizona Department of Transportation Noise Abatement Policy and Federal Highway Administration regulations, noise is still readily audible and can be heard for some distance from the freeway.
5	Biology, Plants, and Wildlife	Comment noted.
6	Biology, Plants, and Wildlife	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
7	Trucks	
8	Hazardous Materials	

Code	Comment Document
9	<p>Cutting through the mountain will destroy the land and its inhabitants. This is deplorable and would destroy a portion of the park that many hikers and residents greatly enjoy.</p> <p>The actual impacts of the freeway cutting through South Mountain Park, on the maps are presented like it's not a big deal but when you're talking about cutting acres off the corner of a park, that is a huge impact! It's not just the direct impact of eliminating acres of the park, but it's the fact that now you have a major freeway right next to one of the largest urban parks in the country. South Mountain Park is a focal point for many.</p> <p>The proposed plan to cut a 220-foot cut through one ridge, a 190-foot cut to another, and a 70-foot cut is simply unacceptable as is the expected \$30 million to do so.</p> <p>Affects on Wildlife The best thing YOU could do for wildlife is to not build the freeway. You need to take a deeper look at the impact to the desert wildlife, i.e. the desert tortoises. Proposed mitigation, irrespective of whether or not the tortoises are listed right now as endangered, should be considered. There should have been more efforts to ensure that the tortoises are not harmed and that additional habitats for tortoises are protected.</p> <p>The plant life on South Mountain should also be considered. While the freeway may not directly destroy endangered species, it will fragment the habitat and create problems for the entire ecosystem. The Sonoran Desert is unique to our region... We're losing it. We're continually fragmenting it. We have to be careful of that. It's not an infinite resource. (Source: Wendy Hodgson, a research botanist and herbarium curator at the Desert Botanical Garden)</p> <p>Furthermore, even DEIS admits that noise during construction could be a problem for many species of birds and that the area is known to be a habitat for desert tortoises.</p> <p>Who Really Benefits? Who really benefits from the freeway? The truth has not been fully disclosed. For truckers, it adds another route - no benefit to Ahwatukee. For developers - it opens up new land options on the west side to build because now undesirable land becomes valuable due to quicker access to either side - no benefit to Ahwatukee. Time savings was 6 minutes to downtown. For the damage incurred, that is not a justifiable trade-off for Ahwatukee.</p> <p>Bottom Line: The Necessity for the Freeway Doesn't Exist! The necessity for the freeway doesn't exist, but an increase in noise and air pollution, and the destruction to our land and its inhabitants is quite evident. By increasing traffic; it will add to the toxins already in the area. This geographical area is going to hold this problem and not disperse it. We're going to end up with a place that's not fit to live in. I agree with the Sierra Club of Arizona; the cost is too great. Funding could be better spent repairing infrastructure that already exists and promoting different forms of transportation.</p> <p>Progress isn't always the right answer if you destroy land and people in the way. You can't undo the damage once done. Please do NOT build Loop 202 South Mountain freeway....because it is the right thing to do for Ahwatukee as a whole.</p> <p>Sincerely, Cheryl and Michael Greene Ahwatukee residents since 1993</p> <hr/> <p>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</p>
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Code	Issue	Response
9	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
10	Visual Resources	Draft Environmental Impact Statement pages 4-157 and 4-158 state that construction of the proposed road cuts at the western end of the South Mountains would cause "severe visual impacts" and that these cuts "would be visually inconsistent with the natural setting of the surrounding area." These impacts would, however, be in a remote, seldom-used area of the Phoenix South Mountain Park/Preserve and not near any major trails. General mitigation measures to minimize these visual impacts are described on page 4-158. These measures would include the incorporation of newly exposed rock faces characteristic of the adjacent natural rock features. Contractors would respond to the faces' scale, shape, slope, and fracturing to the extent that could be practicable and feasible as identified through geotechnical testing and constructibility reviews. The Arizona Department of Transportation would require the contractor to round and blend new slopes to mimic the existing contours to highlight natural formations. The Arizona Department of Transportation would evaluate having the contractor adjust and warp slopes at intersections of cuts and natural grades to flow into each other or transition with the natural ground surfaces without noticeable breaks. A local example of such treatment would be the cuts associated with Dreamy Draw on State Route 51 in northern Phoenix.
11	Purpose and Need, Lack of Support	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
12	Alternatives, No-Action (No-Build) Alternative	

Code	Comment Document
<div style="display: flex; flex-direction: column; align-items: center;"> <div style="display: flex; gap: 5px;"> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">1</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">2</div> </div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin-top: 5px;">3</div> </div>	<p> From: Projects To: ADOT Subject: FW: I Oppose the South Mountain Freeway Date: Thursday, July 18, 2013 9:18:03 AM </p> <hr/> <p> Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov </p> <p> -----Original Message----- From: Sierra Club [mailto:information@sierraclub.org] On Behalf Of William Greene Sent: Thursday, July 18, 2013 9:00 AM To: Projects Subject: I Oppose the South Mountain Freeway </p> <p>Jul 18, 2013</p> <p> Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007 </p> <p>Dear South Mountain Study Team,</p> <p>I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>Our city and state needs to prioritize public transportation, not build another freeway through a protected area. More highways are not the solution - light rail, commuter trains, bicycle infrastructure, and other transit options should be our focus. Please select the No Action Alternative. Thank you!</p> <p>Sincerely,</p> <p> William Greene 2027 E University Dr Unit 118 Tempe, AZ 85281-8526 (480) 259-7551 </p> <hr/> <p> Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments. </p>

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

Code	Comment Document
1	<p>From: Projects To: ADOT Subject: FW: Loop 202 completion Date: Monday, May 20, 2013 1:06:40 PM</p> <hr/> <p>From: twohoo@aol.com [mailto:twohoo@aol.com] Sent: Monday, May 20, 2013 12:56 PM To: Projects Subject: Loop 202 completion</p> <p>To Whom it May Concern,</p> <p>I am a registered voter over the age of 18 and current resident of Laveen Village/Phoenix South Mountain. I am in favor of the Loop 202 being completed in our district. Not only will this completion make it easier to access the rest of the Phoenix Metro area but it will bring immense value to our neighborhoods. It will bring a much needed modern hospital to our area. This freeway will also bring us shopping choices that we are currently having to travel at least 10 miles (and 20 miles on average) in any direction to access.</p> <p>Completing the Loop 202 will increase our home values. Being one of the hardest hit areas in the Valley during the housing crisis many of us have seen our home values plummet. Many of us are still underwater in our mortgages. Because we love our neighborhood and want to see it become the jewel we know it can be we have stood our ground and fought to keep good people in their homes. We have excellent schools in our area including Eagle College Prep Elementary School, Vista del Sur Elementary School, and Legacy Traditional School. All of these schools are rated among the top in our state.</p> <p>Completing the Loop 202 will not only increase our home values but it will increase our property tax dollars which can then be spent to improve our local public schools, police, and fire departments. Our tax dollars will go to improving our roads and increasing pedestrian safety. Currently many of our roads have no sidewalks forcing pedestrians to walk along streets with high speed limits. Baseline Road, for example, has an average speed limit of 45 mph. I will not allow my children to walk to school even though we live less than a mile away because they would have to cross Baseline. Bus service would increase in our area reducing the need to drive everywhere thus improving Phoenix's air quality.</p> <p>I have personally watched several good families move from our area because the logistics of accessing anything a family would need is a nightmare. The nearest quality dance studios and gymnastics are no less than 20 miles away in any direction. The nearest movie theater is downtown. The nearest mall is 20 miles in any direction. The nearest hospitals are in crime infested areas of the city. I am afraid to take my children to any of these facilities. Often we find ourselves using one of two aging urgent care facilities in our neighborhood. We have no craft stores in our area to patronize when our kids need to do school projects (there are so many school projects). We have no clothing choices other than Walmart. We currently have only two grocery stores to choose from- Safeway and Fry's. We have three fuel stations- Safeway, QT, and Circle K. We have a Walmart that is overrun with disgruntled and angry employees making it a nightmare to shop. We have very few sit down family restaurants and way too many fast food franchises. Bringing the Loop 202 through our district will not only ease our frustration in meeting the basic needs of family life it will increase sales tax dollars as well.</p> <p>Please complete the Loop 202 as quickly as possible. It will greatly improve our quality of life here in Laveen/South Mountain. It will bring in much needed health and shopping opprotunities. It will increase the population in our Village giving us a stronger voting presence. It will increase tax dollars being collected by the city and state. Our residents have been waiting patiently for over 15 years for this project to be completed. The city has already set aside the money for improvements. Please give our area access to the rest of the city.</p> <p>Thank you, Jessica Grevorovic 7301 S 31st Dr</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p>1</p> <p>2</p> <p>3</p> <p>4</p> <p>5</p> <p>6</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>	<p>5038</p> <p>GERALD GRIEMAN: My first objection is that there is not adequate planning for when they will close the freeway for either repairs or for DPS for a crash. I've lived in the Valley long enough to know that freeways are closed regularly. And this area is not suited for a major freeway because there are not alternate routes.</p> <p>The only road is Chandler Boulevard which -- in this area. It's a four-lane road; it goes down to a two-lane road. If they close the freeway, it's going to be a disaster back here. It will be not only inconvenient, but it will be difficult for emergency vehicles if they are -- say your house catches fire or there's some other emergency.</p> <p>Chandler Boulevard will be just a basket case because all of the freeway traffic will be funneled onto it. And when you funnel a freeway onto a two-lane street, it doesn't fit. And there's no plan for a frontage road. There's no plan for additional streets back here, so that just will not work. Along those same lines, Pecos is one of our few city streets in this area we have as you go east. You also have Ray Road at the curve.</p> <p>I lived here before Pecos was connected to</p> <p style="text-align: right;">Page 17</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
1	Traffic	Hazardous Materials Commodity Flow Studies and other information are used by emergency response planners (such as the Arizona State Emergency Response Commission statewide and the Maricopa County Local Emergency Planning Commission for Maricopa County) as one of the elements considered when developing Emergency Response Plans. If the plan were amended, it would be made available to the Arizona Department of Transportation.
2	Traffic	In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the freeway on the local street system, including the shift of access to Foothills Reserve and Calabrea from Pecos Road to Chandler Boulevard. The City study found no adverse effects on the local street system from the proposed freeway (see Appendix 3-1 of the Final Environmental Impact Statement).

Code	Comment Document
<div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">3</div>	<div style="border: 1px solid black; padding: 10px; margin: 10px auto; width: 90%;"> <p>1 I-10 and the highway department rated every intersection</p> <p>2 in that area as an F because the congestion was so</p> <p>3 appalling with everyone trying to use two roads. When</p> <p>4 they added Pecos, it was -- it relieved and it allowed us</p> <p>5 to have an adequate number of city streets back here.</p> <p>6 If they take away Pecos as a city street,</p> <p>7 we're back to two roads or one road and that, again, is</p> <p>8 not enough to handle even the normal traffic in</p> <p>9 Ahwatukee. We need Pecos as a city street.</p> <p>10 They would never think of building a</p> <p>11 freeway -- I asked at one of the meetings years ago,</p> <p>12 "Well, why don't you build a freeway on Camelback or</p> <p>13 Indian School Road?"</p> <p>14 They said, "Well, those are streets."</p> <p>15 I said, "Well, here Pecos is a street for</p> <p>16 us." This is how we get around. We need this street.</p> <p>17 And if you take it away from us, it will destroy our</p> <p>18 ability to get around within our city. So that's --</p> <p>19 that's the first comment.</p> <p>20 The second comment is regarding trucks.</p> <p>21 They insist that this is not a truck bypass and, yet,</p> <p>22 anyone who can look at a map and read the map knows that</p> <p>23 it will be used as a truck bypass because it connects to</p> <p>24 I-10 in two places. It will be a nice, lightly used road</p> <p>25 for all of the trucks to scoot around Phoenix and</p> </div> <p style="text-align: right; margin-top: 10px;">Page 18</p> <p style="text-align: center; margin-top: 10px;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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

Code	Comment Document
<p style="text-align: center;">4</p>	<p>1 continue to Los Angeles.</p> <p>2 If they are serious about it not being a</p> <p>3 truck route, I would ask that, if it is built, that they</p> <p>4 ban trucks. I've seen that done on highways in other</p> <p>5 cities and in an area where it was supposedly only for</p> <p>6 residential traffic.</p> <p>7 If it's for residential traffic, put your</p> <p>8 money where your mouth is and ban trucks. If you're</p> <p>9 driving on interstate 35E in St. Paul, Minnesota, for</p> <p>10 example, you come to the place where it branches off and</p> <p>11 it will say, "No trucks on this road. If you're a truck</p> <p>12 use this road," and they can easily do that here, too, if</p> <p>13 they are serious this is not a truck road. If they don't</p> <p>14 do that, I don't believe them.</p> <p>15 And those are the two larger issues. But</p> <p>16 I also want to add a personal issue. I moved here,</p> <p>17 bought my house in 1999 and, at that time, I came here</p> <p>18 for health reasons. And I chose Ahwatukee specifically</p> <p>19 because it was isolated. There was little traffic.</p> <p>20 There was mainly desert landscaping. I have allergy</p> <p>21 problems, severe allergy problems that affect my</p> <p>22 breathing.</p> <p>23 I came here because this was the area in</p> <p>24 the Valley that best suited my health needs. At that</p> <p>25 time, I looked at everything the highway department had</p> <p style="text-align: right;">Page 19</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
<p style="text-align: center;">4</p>	<p style="text-align: center;">Trucks</p>	<p>Arizona highways, as are most highways across the United States, are open to all kinds of traffic, so long as the cargo being carried is in accordance with U.S. Department of Transportation regulations for the specific type of cargo. The Arizona Department of Transportation has a few locations in the state with hazardous cargo restrictions, but these restrictions are based on emergency response issues or roadway design limitations specific to that location. For example, the Interstate 10 Deck Park Tunnel has certain hazardous cargo transport restrictions because of the limited ability for emergency responders to address a hazardous materials incident in the tunnel. The South Mountain Freeway, if implemented, is expected to operate under the same rules as other similar facilities in the state; use by heavy trucks would be expected to be permissible (see text box on page 4-157 of the Final Environmental Impact Statement).</p>

Code	Comment Document
5	<p>1 put out. At that time, they said there is no funding for 2 202, the South Mountain Freeway and it is not on our 3 plan -- it's not in our plans that it will ever be built. 4 If it is built, they had it on the map as 5 a purple road, a purple dotted line. Purple meant 6 possible toll road. They said it will not be built as a 7 regular road. So when they say that it's been on the map 8 since the '80, that's not true. In the '90s they took it 9 off the map and said only a possible toll road. And I 10 thought well, they are not going to build a toll road in 11 Arizona. People won't put up with that. I said, "I'm 12 safe." 13 So I bought my home. I moved in. And 14 it's been wonderful. My health has never been better 15 than living back here. I live literally two blocks from 16 where the proposed freeway will be. 17 First of all, there would be a year of 18 construction with tremendous dust and everything. I'd 19 have to virtually move for that year. At the end of 20 that, there would be all the dirt from all the trucks 21 unless they would ban them, which I doubt they will 22 because I don't believe them that it's not a truck 23 bypass. In effect, I'm going to be forced to try to sell 24 my home and move and I'm -- at my age, I don't want to do 25 that.</p>

Code	Issue	Response
5	Purpose and Need	The Southwest Loop Highway—the South Mountain Freeway predecessor—was integral to the Regional Freeway and Highway System approved by Maricopa County voters in 1985. Although other facilities were considered a higher priority early in development of the Regional Freeway and Highway System, the South Mountain Freeway has been included in every subsequent update. The same route was approved by the State Transportation Board in 1988. In 2004, Maricopa County voters approved Proposition 400, which was designed to fund completion of the remaining segments of the Regional Freeway and Highway System, including the proposed South Mountain Freeway (Final Environmental Impact Statement page 1-21).
6	Neighborhoods/Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
7	Air Quality	To reduce the amount of construction dust generated, particulate control measures related to construction activities must be followed. The following mitigation measures would be followed, when applicable, in accordance with the most recently accepted version of the Arizona Department of Transportation <i>Standard Specifications for Road and Bridge Construction</i> (2008). Prior to construction and in accordance with Maricopa County Rule 310, Fugitive Dust Ordinance, the contractor shall obtain an approved dust permit from Maricopa County Air Quality Department for all phases of the proposed action. The permit describes measures to be taken to control and regulate air pollutant emissions during construction (see page 4-173 of the Final Environmental Impact Statement).
8	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
<p style="text-align: center;">9</p>	<div style="border: 1px solid black; padding: 10px;"> <p>1 I love this area. It's a beautiful area, 2 and to destroy it at this point I just find 3 reprehensible.</p> <p>4 And there are a lot of other people back 5 here who have health issues also, reasons for having come 6 back here.</p> <p>7 And I really encourage them to keep their 8 promise that they were not going to put -- and that's 9 what it was, they said, when I asked them -- and I did 10 pursue it. And I'm asking them to keep their promise 11 that they will not build a regular freeway through here.</p> <p>12 I think that's it.</p> <p>13 Thank you.</p> <p>14 I just want to add I think it is 15 absolutely appalling that they are thinking of cutting 16 through South Mountain Park for this freeway. South 17 Mountain park has been considered to be one of the 18 treasures of Phoenix. They have bragged about it for 19 years, about how the people who settled in this area had 20 the foresight and the wisdom to set aside these huge 21 mountain preserves. South Mountain Park is a treasure 22 for the entire Valley.</p> <p>23 I realize that it's just a small part that 24 they are going to slice through, but it will impinge on 25 it nonetheless and I'm so offended by that.</p> </div> <p style="text-align: right;">Page 21</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
<p style="text-align: center;">9</p>	<p>Section 4(f) and Section 6(f)</p>	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>

Code	Comment Document
<p style="text-align: center;">10</p>	<div style="border: 1px solid black; padding: 10px; margin: 10px;"> <p>1 And I only need to look -- I spent enough</p> <p>2 time in Phoenix over the years that I know what North</p> <p>3 Mountain Park used to be. I know what Dreamy Draw was</p> <p>4 like before they punched the Squaw Peak freeway through.</p> <p>5 They said it wasn't going to ruin the park. It did. It</p> <p>6 took an idyllic part of the city and turned it into a</p> <p>7 noise box raceway and I dread that happening to our South</p> <p>8 Mountain.</p> <p>9 Phoenix calls it one of its points of</p> <p>10 pride even, they are so thrilled with it. And now ADOT</p> <p>11 is threatening to cut through it and damage it in a way</p> <p>12 that it will never be able to repair.</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p> </div> <p style="text-align: right; margin-top: 20px;">Page 22</p> <p style="text-align: center; margin-top: 10px;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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

Code	Comment Document
<p style="text-align: center;">1</p>	<p> From: Projects To: ADOT Subject: FW: Date: Wednesday, May 15, 2013 12:36:27 PM </p> <hr/> <p> From: Mark Griffin [mailto:lighthouseflowers@yahoo.com] Sent: Wednesday, May 15, 2013 12:26 PM To: Projects Subject: </p> <p>As a florist we deliver in that area and putting in the 202 will save me time and money. This should have been built years ago.</p> <p> <u>Mark Griffin, Lighthouse Flowers & Photography</u> <u>Family owned and operated since 1962</u> 1007 East Southern Avenue Mesa AZ 85204 Phone (480) 892-5093 we are on the web at www.lighthouseflowershop.com www.lighthousephotosaz.com We are open 9:00 am to 5:00 pm Monday through Friday and 9:00 am to 3:00 pm Saturday </p> <hr/> <p> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>From: Projects To: ADOT Subject: FW: Support South Mountain Freeway Date: Tuesday, April 30, 2013 8:52:50 AM</p> <hr/> <p>From: Mary Griffith [mailto:magriff1@cox.net] Sent: Saturday, April 27, 2013 11:02 AM To: Projects Subject: Support South Mountain Freeway</p> <p>ADOT Study Team Panel Re: Loop 202 Report</p> <p>I support building the South Mountain Freeway. In 1991 my husband and I bought a home near where the freeway will be, based on the expectation that this wonderful loop around Phoenix would be completed in a few years. We are confident, even after waiting now for 20 years, that if we ever sell, our property value as well as our lives will be enhanced by the freeway. Please build Loop 202 around South Mountain.</p> <p>Thank you for your consideration.</p> <p>Sincerely,</p> <p>Mary Griffith 15251 S. 26th Street Phoenix, AZ, 84048</p> <p>PS: I tried to use your on-line email form but it seems to be bugged.</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p style="text-align: center;">1</p>	<p>From: Projects To: ADOT Subject: FW: Support for South Mountain Freeway along Pecos route Date: Tuesday, April 30, 2013 8:52:34 AM</p> <hr/> <p>From: Jim Griffith [mailto:GriffPhx@cox.net] Sent: Saturday, April 27, 2013 1:39 PM To: Projects Subject: RE: Support for South Mountain Freeway along Pecos route</p> <p>ADOT Study Team Panel Re: Loop 202 Report</p> <p>ADOT Study Team Panel Re: Loop 202 Report</p> <p>I encourage building the South Mountain Freeway along the Pecos route. In 1992 my wife and I purchased a home near that route with the expectation that the road would be built as planned. We still look forward to using the road and sharing it with other Phoenix area traffic.</p> <p>Please build the road soon; we've had way too many meetings.</p> <p>Sincerely,</p> <p>Jim Griffith</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

Code	Issue	Response
<p style="text-align: center;">1</p>		<p>Comment noted.</p>

Code	Comment Document						
<p style="text-align: center;">1</p>	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 506 1345 667"> <tr> <td data-bbox="376 506 860 572">INCOMING CALL DATE: 5/15/13</td> <td data-bbox="860 506 1345 572">INCOMING CALL TIME: 7:30 PM</td> </tr> <tr> <td data-bbox="376 572 860 620">CALLER: BRENT GRIMES</td> <td data-bbox="860 572 1345 620">CALLER ADDRESS: 1337 E. ERIE STREET, GILBERT, AZ 85295</td> </tr> <tr> <td data-bbox="376 620 860 667">PHONE:</td> <td data-bbox="860 620 1345 667">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I 100% approve of the freeway expansion of the South Mountain Freeway.</p>	INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 7:30 PM	CALLER: BRENT GRIMES	CALLER ADDRESS: 1337 E. ERIE STREET, GILBERT, AZ 85295	PHONE:	EMAIL:
INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 7:30 PM						
CALLER: BRENT GRIMES	CALLER ADDRESS: 1337 E. ERIE STREET, GILBERT, AZ 85295						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p data-bbox="438 465 997 641"> South Mountain Study Team Arizona Department of Transportation 1655 West Jackson Street MD 126F Phoenix, Arizona 85007 May 24, 2013 </p> <p data-bbox="438 731 680 762">Dear Study Team:</p> <p data-bbox="438 828 1224 929"> These comments address the preliminary right-of-way (ROW)/engineering for the eastern section of the South Mountain Freeway in the area of the Main Ridge South. </p> <p data-bbox="438 969 1215 1070"> I own parcel 300-05-004D. The preliminary ROW footprint shows the freeway cutting through the south-southwest portion of this parcel. </p> <p data-bbox="438 1110 1261 1286"> There is no consideration in the draft environmental impact statement (DEIS) for access to 300-05-004D and the parcels to the west and north if the proposed alternative is built, even though the proposed alternative would have a drastic impact on reasonable access. </p> <p data-bbox="438 1326 1268 1463"> While the DEIS does concern itself with access issues in developed areas, it does not address access to this undeveloped area of residentially zoned property in the City of Phoenix. </p> <p data-bbox="438 1503 1268 1679"> The impact of the proposed action on access to the Main Ridge South area needs to be addressed because of the major access impact the proposed action has and because the proposed freeway corridor has frozen development in this area since the early 1980's—which is why this is the only undeveloped </p>

1

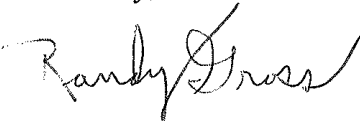
Code	Issue	Response
1	Acquisitions and Relocations	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments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

Code	Comment Document
	<p>portion of the Ahwauteukee Foothills. The current lack of development should not preclude ADOT solutions for access to this area as ADOT’s multi-decade plan for the freeway is the cause for the lack of development.</p> <p>ADOT has an affirmative duty to not impede reasonable access to parcels due to its actions. According to ARS 32-2185.02. A: “No subdivided land may be sold without provision for permanent access to the land over terrain which may be traversed by conventional motor vehicle unless such provision is waived by the commissioner.” Unless ADOT assists in creating a solution for the access challenges created by the proposed freeway ROW taking it will be difficult, if not impossible, to provide vehicular access to the approximately 250 privately owned acres located in the City of Phoenix.</p> <p>The proposed action freeway ROW takes the 25’ deeded right-of-way to 300-05-004D that is meant to be the parcel’s access as an extension of Shaughessey road.</p> <p>In addition, the only effective potential road access to parcels to the west and north of 300-05-004D is through the freeway ROW ADOT proposes to take from 300-05-004D. Effected parcel access includes access to 300-04-014B, 300-04-016,300-05-003B, 300-04-013E and 300-04-015X. (Parcel 300-05-006B is almost all taken by the proposed freeway ROW).</p> <p>There are also 15 additional parcels to the north of those mentioned above that would be impacted by potential lack of access because of the freeway ROW. These include: 300-04-013G and 300-04-011D, 015D, 015K, 015J, 011A, 015F, 015W, 015R, 015T, 015Q, 015L, 015V, 015Z and 015Y.</p>


Code	Issue	Response

Code	Comment Document
	<p>It should be noted that the previous owner of the adjacent parcels to the south, west and north of 300-05-004D was Woodside Homes. Woodside Homes had a preliminary plat for a subdivision comprised of these parcels. The plat had access to these parcels through the ROW ADOT proposes for the freeway through the Main Ridge South.</p> <p>The access to 300-05-004D and the other parcels to the west and north is highly problematic if ADOT takes the proposed freeway ROW. Access from the north and north -west of the freeway ROW for the affected parcels would be difficult because of the steepness of the terrain.</p> <p>Access to this area from the South Phoenix/Laveen area is precluded because of South Mountain Park.</p> <p>The location of the ADOT ROW through the Main Ridge South makes sense because of the planned route, the intent to avoid as much of South Mountain Park/South Mountain as possible and the fact the South Mountains slope downwards in this area. However these factors also make this location the only logical solution for right-of-way to access all the private parcels in this area.</p> <p>The EIS should address this ROW issue before a Record of Decision is issued as potential solutions have environmental, fiscal, and cultural impacts that should be analyzed. (e.g. there are Native American artifacts in this area) and the area impacted is significant.</p> <p>The purpose of the National Environmental Policy Act (NEPA) is to promote informed decision-making by agencies by making “detailed information concerning significant environmental impacts” available to both agency leaders and the public.</p>

Code	Issue	Response

Code	Comment Document
	<p>The South Mountain Freeway ROW issue in the Main Ridge South area will need to be addressed if the proposed action is implemented. Examining the impact of the access issues caused by the proposed action in the EIS is the type of issue NEPA envisions be explored before the EIS is finalized.</p> <p>Sincerely,</p>  <p>Randy Gross 1632 E. Diamond Drive Tempe, AZ 85283 (480)695-7566 ydnar144@msn.com</p>


Code	Issue	Response

Code	Comment Document
	<p>Reggie Rector</p> <hr/> <p>From: Reggie Rector Sent: Wednesday, May 22, 2013 10:12 AM To: 'randy gross' Subject: RE: Parcel Maps and Freeway Attachments: 20130522105256550.pdf</p> <p>Good Morning Randy:</p> <p>The copy isn't as clear as I'd like, but its best we can get. Can't see the APN, but the parcel lines are visible. You can compare this with sheet 8 in the online aerial mapping.</p> <p>Please bear in mind this is for visual reference only and not representative of final right of way requirements which could change significantly depending on the outcome of the EIS. We need to see if a build option is decided on, and if so, get into the final design stage for this construction segment.</p> <p>Nice meeting you yesterday as well. Contact me anytime.</p> <hr/> <p>Reginald Rector, SR/WA Right of Way Project Coordinator 205 S. 17th Avenue MD 612E Phoenix, AZ 85007 602.712.7710 www.azdot.gov </p> <hr/> <p>From: randy gross [mailto:ydnar144@msn.com] Sent: Tuesday, May 21, 2013 3:12 PM To: Reggie Rector Subject: Parcel Maps and Freeway</p> <p>Reggie,</p> <p>It was nice meeting you at the hearing today; I do appreciate your helpfulness. I did find the freeway map in the "library" section of the website.</p> <p>You mentioned that you could send me a copy of a portion of the assessor's map overlayed on the South Mountain Freeway right-of-way map. This would be very helpful. The parcel in which I have a interest is:</p> <p>300-05-004D.</p> <p>I am also going to follow your suggestion and comment on the EIS. Since my comments pertain to the ROW in this area, I will e-mail a copy of the comments to you for your information.</p> <p>05/29/13</p>

Code	Issue	Response

Code	Comment Document
	<p data-bbox="366 453 665 485">Thank you for your assistance,</p> <p data-bbox="366 510 578 570">Randy Gross ydnar144@msn.com</p> <p data-bbox="376 1780 478 1812">05/29/13</p>

Code	Issue	Response


Code	Comment Document
	<p>Reggie Rector</p> <hr/> <p>From: Reggie Rector Sent: Wednesday, May 29, 2013 1:40 PM To: 'randy gross' Subject: RE: South Mountain Freeway ROW</p> <p>Hello Randy:</p> <p>Yes the long weekend was good, but too short as always. Hope yours was good as well.</p> <p>The link below will take you to Arizona Revised Statutes Title 28 which deals with Dept of Transportation. If you scroll down 2/3 way or so to 28.7092, that general 'area' (article 6) has to do with land acquisition and related for highways.</p> <p>http://www.azleg.state.az.us/ArizonaRevisedStatutes.asp?Title=28</p> <p>Until we know if a build alternative is decided upon and if so, then get into final design for this segment, right of way requirements and impacts to your property are subject to change. The appraisal would address any 'damages' or other issues during development of this construction segment.</p> <hr/> <p>Reginald Rector, SR/WA Right of Way Project Coordinator 205 S. 17th Avenue MD 612E Phoenix, AZ 85007 602.712.7710 www.azdot.gov</p>  <hr/> <p>From: randy gross [mailto:ydnar144@msn.com] Sent: Monday, May 27, 2013 9:23 AM To: Reggie Rector Subject: South Mountain Freeway ROW</p> <p>Reggie,</p> <p>Hope you had an enjoyable Memorial Day. For your information, I have attached a copy of the comments I mailed to the EIS study team concerning right-of-way in the Main Ridge South area.</p> <p>Could you please forward to me, or tell me where I could find, the rules/regulations/guidelines/laws that govern ADOT when they take property for a freeway? I am concerned that the potential taking will eliminate the right-of-way for the property I own and wish to know how ADOT approaches such a situation.</p> <p>Thanks,</p> <p>05/29/13</p>

1

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


Code	Comment Document
	<p data-bbox="366 453 596 594">Randy Gross 1632 E. Diamond Drive Tempe, AZ 85283 ydnar144@msn.com (480)695-7566</p> <p data-bbox="379 1784 472 1810">05/29/13</p>

Code	Issue	Response


Code	Comment Document
	<p data-bbox="428 445 801 526"> From: Projects To: ADOT Subject: FW: no freeway in Ahwatukee... Date: Tuesday, July 23, 2013 4:50:16 PM </p> <hr/> <p data-bbox="428 612 531 637">Thank you,</p> <p data-bbox="428 667 686 848"> Salina Tovar Community Relations Officer 1655 W. Jackson St. MD 126F, Room 170 Phoenix, AZ 85007 602.712.4629 azdot.gov </p>  <hr/> <p data-bbox="428 959 817 1050"> From: Julie Grove [mailto:jgrove926@cox.net] Sent: Tuesday, July 23, 2013 4:25 PM To: Projects Subject: no freeway in Ahwatukee... </p> <p data-bbox="428 1074 1277 1151"> Please add my name to any email list/petition sign-up against the proposed expansion of the 202 freeway in Ahwautkee. I don't feel it's what's best for our community as far as growth. Thank you. </p> <p data-bbox="428 1185 1184 1433"> <i>Julie Grove, REALTOR® Stone Path Real Estate A.K.A. Curb appeal coveter. Passionate for all things plant & patio. Perpetual house hunter & neighborhood nester. Pursuer of all paths that lead to making a house a home. Like to search the MLS (from the comfort of your sofa) too? Search just like I do at juliegrove.listingbook.com Right to the Red Phone 480.577.8428</i> </p>

1


Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>From: Projects To: ADOT Subject: FW: comments on south mountain freeway DEIS Date: Friday, July 05, 2013 8:38:42 AM Attachments: image001.png</p> <hr/> <p>Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov </p> <p>From: Jian Gu [mailto:jiangu1@gmail.com] Sent: Thursday, July 04, 2013 3:24 PM To: Projects Subject: comments on south mountain freeway DEIS</p> <p>I am writing regarding the south mountain freeway DEIS. The study shows the importance of the proposed freeway to reduce traffic congestion, and connect southeast and southwest valley. I am living in Laveen and working in Chandler. Each day I have to use baseline, which becomes more and more congested. I think we should start building the freeway NOW!</p> <p>Thanks, Jian Gu 6840 W Fremont Rd Laveen, AZ 85339</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: SMF Date: Wednesday, July 17, 2013 2:11:51 PM Attachments: image001.png</p> <hr/> <p>Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov </p> <hr/> <p>From: Ralph Guariglio [mailto:kokonuto@cox.net] Sent: Tuesday, July 16, 2013 5:40 PM To: Projects Subject: SMF</p> <p>1 As a concerned citizen and 18 year Ahwatukee resident, I am absolutely opposed to the construction of the South Mountain Freeway, especially considering there is a blatant, obvious alternative - SR 85 from I-10 to Gila Bend! This redirects truck traffic from Phoenix and sends it through Gila Bend - a HUGE shot in the arm for their economic development and a giant cost savings to the construction of the freeway. It also eliminates the need to displace families and businesses or to destroy national park/sacred land.</p> <p>2 3 4</p> <p>5 Just because this freeway has been on the books for 20+ years does not make it a necessity through Ahwatukee. Put aside your political aspirations and agendas and do the right thing. Save all of us taxpayers a lot of money and heartache and use the route already in existence - SR85!!!</p> <p>Thank you,</p> <p>Ralph "Don't Make A Move Without Me" Guariglio REALTOR AZ Residential Realty, LLC 480-241-7622 kokonuto@cox.net www.HomesByRalph.com</p> <p>Oh, by the way, please think of me whenever the subject of Real Estate comes up!</p>

Code	Issue	Response
1	Alternatives	An alternative that would run along Interstate 10 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 was considered (see text on page 3-9 of the Draft Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and inter-regional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, it was eliminated from further consideration.
2	Neighborhoods/Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
3	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
4	Cultural Resources	
5	Purpose and Need, Old Plan or Use of Old Data	

Code	Comment Document
	 <hr data-bbox="428 560 1289 564"/> <p data-bbox="428 594 1289 655">Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</p>

Code	Issue	Response

Code	Comment Document
1	<p style="text-align: right;">Document Created: 5/20/2013 7:10:22 PM by Web Comment Form</p> <p>Barbara Guignard Please build the South Mountain Freeway. We have been waiting for years for this project to be done. I saw this proposed freeway on the maps when I moved to Ahwatukee in 1987. I do, however, prefer the alignment with the I-10/101 intersection. This would truly provide a circle around the Phoenix Metro area. Bringing the freeway into the I-10 at 55th Avenue seems to be a ridiculous location considering the current traffic issues in that area on a daily basis.</p>



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

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 864 572">INCOMING CALL DATE: 7/24/13</td> <td data-bbox="864 506 1348 572">INCOMING CALL TIME: 2:46 PM</td> </tr> <tr> <td data-bbox="376 572 864 620">CALLER: BONNIE GUILDEAUX</td> <td data-bbox="864 572 1348 620">CALLER ADDRESS:</td> </tr> <tr> <td data-bbox="376 620 864 669">PHONE:</td> <td data-bbox="864 620 1348 669">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I am calling to support the new freeway. We have such a terrible time every time we have to go down once a week toward Ahwatukee. This would be a wonderful thing besides the fact that in this day and age we need as many job programs as possible and improve our infrastructure. As opposed to letting it disintegrate like so many other cities do. Thank you.</p>	INCOMING CALL DATE: 7/24/13	INCOMING CALL TIME: 2:46 PM	CALLER: BONNIE GUILDEAUX	CALLER ADDRESS:	PHONE:	EMAIL:
INCOMING CALL DATE: 7/24/13	INCOMING CALL TIME: 2:46 PM						
CALLER: BONNIE GUILDEAUX	CALLER ADDRESS:						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p>1</p> <p>2 3</p> <p>4 5</p>	<p>Renee Guillory Document Created: 5/21/2013 5:39:10 PM by Web Comment Form</p> <p>I strongly encourage ADOT to focus only public/mass transit infrastructure development, not on freeways. Transit-oriented development is a big win-win for the public. Center-city residents should not subsidize freeways for far-flung sprawl areas. We should not sanction projects that result in 1) significant increases in pollution (which has significant health risks) and 2) significant loss of open spaces. Let's build some transportation infrastructure, but let's do it right - build transit systems, not auto-centric freeways; serve people & the environment, not sprawl. Thank you!</p>



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

Code	Comment Document
	<div style="text-align: center;"> <p>LOOP 202 South Mountain Freeway Study 2013</p> <p>Draft Environmental Impact Statement COMMENT FORM</p> </div> <p>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process. ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation. When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</p> <div style="border: 1px solid black; padding: 5px; margin: 5px 0;"> <p>It is helpful to ADOT to receive comments on:</p> <ul style="list-style-type: none"> • A particular alternative, environmental impact assessment, and/or draft mitigation. • Any information you feel is incomplete or incorrect. • How the proposed action would affect you. </div> <p>Comments must be received or postmarked by July 24, 2013.</p> <p>1 I strongly encourage ADOT to focus on only PUBLIC/MASS transit infrastructure development, not on freeways.</p> <p>2 • transit-oriented development is a big win-win for the public!</p> <p>3 • center-city residents should NOT subsidize freeways for far-flung sprawl areas</p> <p>4 • We should not sanction projects that result in significant increases in pollution, and significant loss of open spaces</p> <p>Let's do our infrastructure right — build transit systems, not auto-centric systems serve people and the environment, not sprawl</p> <p>Thank you!</p> <p>Optional Name <u>Rguillory</u> Em. [REDACTED] Address <u>1127 E Bluebell Lane</u> City <u>Tempe</u> State <u>AZ</u> Zip <u>85281</u> Phone <u>602-410-3704</u> Fax _____</p> <p>Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007</p> <p><small>ADOT TRACS No.: 2021 MA 054 H5764 011 • Federal-aid Project No.: NH-202-D(ADY) 13-16</small></p> <div style="display: flex; justify-content: space-between; align-items: center;">   <p>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</p> </div>

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

Code	Comment Document
1	<p data-bbox="428 445 801 526"> From: Projects To: ADOT Subject: FW: 202 South Mountain Date: Monday, May 20, 2013 8:23:12 AM </p> <hr/> <p data-bbox="428 620 895 707"> From: Marshall Gurian [mailto:marshallgurian@cox.net] Sent: Sunday, May 19, 2013 2:46 PM To: Projects Subject: 202 South Mountain </p> <p data-bbox="428 731 935 868"> Gentlemen Please add my name to those supporting the creation of said project. Thanks. Marshall Gurian 3277 E. Raven Ct. Chandler, AZ 85286 </p> <hr/> <p data-bbox="428 933 1292 999"> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small> </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div style="text-align: center;"> <p>LOOP 202 <i>South Mountain</i> Freeway Study</p> <p>Draft Environmental Impact Statement COMMENT FORM</p> </div> <p>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</p> <p>ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.</p> <p>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</p> <div style="border: 1px solid black; padding: 5px; width: fit-content;"> <p>It is helpful to ADOT to receive comments on:</p> <ul style="list-style-type: none"> • A particular alternative, environmental impact assessment, and/or draft mitigation. • Any information you feel is incomplete or incorrect. • How the proposed action would affect you. </div> <p>Comments must be received or postmarked by July 24, 2013.</p> <p><i>The public hearing on May 21 was very well-organized & informative.</i></p> <p><i>Based on the answers I received from my questions and information I gathered, I feel the preferred alternative (W-59) is the best choice available for the Loop 202 Freeway.</i></p> <p><i>This route will provide opportunity for much needed improvements in health care and business access for the Laveen area.</i></p> <p>Optional</p> <p>Name <u>ALICE GUSTAFSON</u> Email _____</p> <p>Address <u>7365 W. Magdalena Ln</u></p> <p>City <u>Laveen</u> State <u>AZ</u> Zip <u>85339</u></p> <p>Phone <u>815-245-1810</u> Fax _____</p> <p>Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007</p> <p><small>ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150</small></p> <div style="display: flex; justify-content: space-between; align-items: center;">   <p>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</p> </div>

Code	Issue	Response
1		Comment noted.

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

INCOMING CALL DATE: 5/17/13	INCOMING CALL TIME: 3:20 PM
CALLER: LORI GUTHRIE	CALLER ADDRESS: 1222 WEST GOLDEN LANE, PHOENIX, AZ 85021
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:
I approve of the freeway. Thank you.

1

Code	Issue	Response
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1		Comment noted.
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