

Code

Comment Document

1

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 5:15 PM
CALLER: TED HAAS	CALLER ADDRESS: 11417 W. SAGE COURT, AVONDALE, AZ 85392
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:
Of course I'm in favor of it. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>Document Created: 5/18/2013 12:59:00 AM by Web Comment Form</p> <p>Dear ADOT,</p> <p>Please reference the attached document. (I sent e-mail with attachments to 'projects@azdot.gov')</p> <p>My name is Christopher Hadden and a 20 year resident of Ahwatukee. I know this highway plan has been in the works for many years and question if the plans set forth 10+ years ago are going to meet the growing and future needs of the valley to include the Gila River Indian Community, Queen Creek, Sun Lakes and Maricopa communities for future development. The attached document has several alternatives outlined in it that I feel would better serve the above mentioned communities and not just be limited to or impact Ahwatukee.</p> <p>Some of the alternatives proposed would potentially reduce the number of homes and/or business from having to be demolished however would require building a tunnel through South Mountain. From the looks for the existing proposals in the Loop 202 South Mountain Freeway study, there appears to be a tunnel or two already proposed cutting through the western edge of South Mountain Park on the existing proposals.</p> <p>In the Proposal 1, I am suggesting moving this to approximately 23rd Avenue. The tunnel would be approximately 3.0 – 3.5 miles long and go completely under South Mountain Park which I believe would reduce the impact to the park. I have proposed connecting the freeway to I17, but to be honest, once the tunnel exits South Mountain at 23rd Avenue, there are many possible connections to I10 or I17 that could be proposed. These proposal were largely based on the existing study.</p> <p>In Proposal 2, I reworked the routing to be much cleaner connecting both the 101 and I17 to the South Mountain Loop 202 via a tunnel through South Mountain approximately located at 23rd Avenue. This proposal gives an option to connect directly to Pecos with minimizing any impact to houses, business and schools. It also allows a connection to or continuation to Riggs Road which then will tie in Maricopa, Sun City and Queen Creak communities connecting back to the 101 at Price Road. I believe this proposal would be the best taking into account future growth; however since it crosses the Gila River Indian Community that</p>

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1	Alternatives	<p>The alternatives development and screening process included alternatives similar to those proposed by the commenter (see Figure 3-5 on page 3-7 of the Final Environmental Impact Statement).</p> <p>The Riggs Road and Queen Creek Alternatives are similar to the Riggs Road Alternative considered in the Draft Environmental Impact Statement. The Riggs Road Alternative would not complete the loop system, thereby causing substantial out of direction travel for motorists. Additionally, the alternatives would be partially located within Gila River Indian Community land, and the Gila River Indian Community has not given permission to study alternatives on its land. Any alternative on Gila River Indian Community land must consider tribal sovereignty. Tribal sovereignty is based in the inherent authority of Native American tribes to govern themselves. While this notion of sovereignty is manifested in many areas, generally Native American land is held in trust by the United States. Native American communities have the authority to regulate land uses and activities on their lands. States have very limited authority over activities within tribal land (see page 2-1 of the Final Environmental Impact Statement). From a practical standpoint, this means that the Arizona Department of Transportation and Federal Highway Administration do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or condemn tribal land for public benefit through an eminent domain process. Information related to the evaluation and reasons for eliminating the alternative from further study are provided on page 3-9 of the Final Environmental Impact Statement.</p> <p>The alternatives that include a tunnel through South Mountain would result in similar benefits and impacts as the Central Avenue Extension Tunnel. The reasons for eliminating the proposed 23rd Avenue Tunnel would be similar to those provided for the Central Avenue Extension Tunnel on page 3-12 of the Final Environmental Impact Statement.</p>
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>
3	Alternatives	<p>The text boxes on pages 3-16 and 3-17 of the Draft Environmental Impact Statement discuss the additional factors that weighed as strong negatives for tunnel options: impacts, engineering factors, maintenance costs and issues, security, constructibility, and construction costs.</p>

Code	Comment Document
	would need to be addressed.
4	<p>I may not fully understand or have an appreciation for the limits on where the highway can be built on the Gila River Indian Community. However, the most recent news has shown support for the freeway from the Indian community. And, we have seen many highways constructed through Indian communities that have made positive impacts to those areas to include and not limited to the Loop 101 and Beeline Highway 87.</p> <p>Let me know if there are any questions about these alternatives or if these options have been previously ruled out. I would be open to meeting and discussing this proposals further.</p> <p>Best Regards,</p> <p>Christopher Hadden</p> <p>480-706-6438 HM</p>

Code	Issue	Response
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.

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Code	Comment Document
	<div>Christopher Hadden 480-706-6438 HM</div> <div>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.</div>

Code	Issue	Response

Code	Comment Document
	<div><div><div><div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div><div></div></div></div><div>Proposal 1</div><div><div><div>Riggs Road Alternative</div><div>Queen Creek Alternative</div><div>Pecos Alternative Tunnel through South Mountain to I17</div><div>Queen Creek Alternative Tunnel through South Mountain to I17</div><div>Riggs Road Alternative with Pecos Connection plus Tunnel through South Mountain to I17</div></div><div></div></div></div></div>

Code	Issue	Response

Code
Comment Document

Proposal 2

Riggs Road Alternative Tunnel through South Mountain and connect to I17 and Loop 101

This option also permits for Pecos to connect as an alternate.

The map displays the Phoenix metropolitan area with major highways and landmarks. A red line represents the proposed Riggs Road Alternative Tunnel route, which starts near Tolson, travels east through South Mountain, and connects to I-17 and Loop 101. A green line indicates an alternate route for Pecos. The map includes labels for various cities and areas such as Phoenix, Scottsdale, Tempe, Mesa, Gilbert, Chandler, and Sun Lakes. Major highways like I-17, I-10, and Loop 101 are clearly marked. The map also shows the Colorado River and the Salt River. A legend at the bottom left indicates that the red line represents the proposed route and the green line represents an alternate route for Pecos.

Code	Issue	Response

Code

Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 6/15/13	INCOMING CALL TIME: 12:47 PM
CALLER: NATALIE HAGER	CALLER ADDRESS: 12969 W. ROY ROGERS ROAD, NO. PEORIA, ARIZONA
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:
I'm definitely in support off the South Mountain freeway.

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div>LOOP 202 <i>South Mountain</i> Freeway Study</div><div>2013</div><div>Draft Environmental Impact Statement COMMENT FORM</div><div>Additional Comments: <u>PEOPLE SEEK A HIGH QUALITY OF LIFE.</u> <u>ECONOMIC DEVELOPMENT SUPPORTS QUALITY OF LIFE.</u> <u>GOOD INFRASTRUCTURE IS THE FOUNDATION OF ECONOMIC DEVELOPMENT.</u> <u>EFFICIENT AND EFFECTIVE TRANSPORTATION IS A KEY TO GOOD INFRASTRUCTURE.</u> <u>202 S. MTN FREEWAY WILL IMPROVE EFFICIENCY AND EFFECTIVENESS OF ARIZONA'S TRANSPORTATION SYSTEM.</u></div><div><div>1</div><u>I SUPPORT THE CONSTRUCTION OF THE LOOP 202 SOUTH MOUNTAIN FREEWAY.</u></div></div>

ADOT TRACS No.: 2021 MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)

ADOT

U.S. Department of Transportation
Federal Highway
Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div>LOOP 202 <i>South Mountain</i> Freeway Study</div><div>2013</div></div><div><div>Draft Environmental Impact Statement</div><div>COMMENT FORM</div></div><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><div><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><div><p>Comments must be received or postmarked by July 24, 2013.</p><p>SEE OTHER SIDE</p></div><div><p>Optional</p><p>Name <u>GREGORY HAGGERTY</u> Email <u>gregory.haggerty@dibblecorp.com</u></p><p>Address <u>2142 E. ORANGEWOOD AVENUE</u></p><p>City <u>PHOENIX</u> State <u>ARIZONA</u> Zip <u>85020</u></p><p>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><div><div>ADOT</div><div><small>U.S. Department of Transportation Federal Highway Administration</small></div></div><div>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</div></div></div>

Code	Issue	Response

Code	Comment Document
1	<div>Jeffrey Hale</div> <div>Document Created: 5/21/2013 6:14:22 PM by Web Comment Form</div> <div>I am highly in favor of the proposed Loop 202 South mountain Freeway. The EIS is a great first step on getting this built. Please follow through with the millions of residents who support this freeway.</div> <div>Thank you!</div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>Amy Hale</p> <p>Please, please, please build the south mountain 202 freeway. I am pleased that the draft EIS has been completed and am happy with the results. Please move forward with what the residents of maricopa county have wanted for years and build the freeway.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>I am a civil engineer and have lived in the Phoenix area since 1996. As I recall the South Mountain bypass was a hot topic of discussion even then.</p> <p>I find it very difficult to understand why it is not already a reality. Every day that passes is a lost opportunity to improve the air quality and thereby improve the health of our children.</p> <p>Few of us realize what it actually costs us to sit in traffic tie-ups, burning extra fuel and fraying nerves.</p> <p>In the mid 90's, my wife was selling new homes in Ahwatukee and she was instructed to advise every potential buyer of this pending freeway.</p> <p>My hope is that this will become a fact sooner than later.</p> <p><i>Jim Hallman</i> <i>480-367-9079</i></p>

Code	Issue	Response
1		Comment noted.

Code

Comment Document

From: [Projects](#)

To: [ADOT](#)

Subject: FW: Ahwatukee resident input 202 loop-F.Y.I.

Date: Monday, July 15, 2013 10:36:53 AM

Thank you,

Felicia Beltran

Senior Community Relations Officer

1655 W Jackson St. MD 126F

Phoenix, AZ 85007

602-319-7709

[azdot.gov](#)

ADOT

Communications

From: Amy Halm [mailto:amy.halm@cox.net]

Sent: Monday, July 15, 2013 10:26 AM

To: Projects

Subject: Ahwatukee resident input 202 loop

Thank you for the opportunity to comment on the 202 loop through the South Mountain corridor.

1

If this project is truly intended as a route to bypass Phoenix, the current proposals do not even make common sense.

2

An obvious route and one which would not require cutting through sacred lands or residents' living rooms, would be (from I-10) south on 85 to Interstate 8. Why hasn't that route been discussed publicly?

Thank you,
Amy

Amy Halm

Communications Consultant

602.908.2042

...connecting the dots that matter

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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	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

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 6:34 PM
CALLER: KEVIN HAMBECKE	CALLER ADDRESS: 1166 E. MARY LANE, GILBERT AZ 85295
PHONE:	EMAIL:
CALLER REMARKS/QUESTIONS: I support the Freeway going through. Thank you.	

Code	Issue	Response
1		Comment noted.

Code

Comment Document

From: [Five Year Program](#)
To: [ADOT](#)
Subject: FW: ADOT's Five-Year Program - Comments
Date: Tuesday, May 14, 2013 10:04:31 AM

-----Original Message-----
From: Daniel Hamilton [<mailto:BearPawse@yahoo.com>]
Sent: Monday, May 13, 2013 6:50 PM
To: Five Year Program
Cc: stevec.lopez@yahoo.com
Subject: ADOT's Five-Year Program - Comments

In favor of Scenario B, as i have used this road for many years and this work is long overdo, and needs to be a priority!

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div><p>From: Projects To: ADOT Subject: FW: Loop 202 Extension Date: Thursday, May 30, 2013 9:15:52 AM</p><hr/><p>From: Doug Hamilton [mailto:DHamilton@markmharndencpa.com] Sent: Thursday, May 30, 2013 9:11 AM To: Projects Subject: Loop 202 Extension</p><p>I am in favor of the project and also believe that the direct alignment with the Loop 101 is the only one that make sense. We have many clients in the west valley who are also in favor of the freeway and the Loop 101 alignment. This freeway will ease congestion and actually reduce pollution in our Valley.</p><p>Douglas Hamilton</p><div><p>Douglas Hamilton (doug@mm... Mark M Harnden CPA P.C. Enrolled Agent Tax Specialist</p><p>(480) 368-5755 #2 Work (480) 368-5455 fax doug@mmhncpapc.com 7689 E Paradise Lane #7 Scottsdale, AZ 85260 United States of America</p></div><p>Click here to send me a file</p><p>IRS CIRCULAR 230 DISCLOSURE: To ensure compliance with requirements imposed by the IRS, we inform you that, to the extent this communication (or any attachment) addresses any tax matter, it was not written to be (and may not be) relied upon to (i) avoid tax-related penalties under the Internal Revenue Code, or (ii) promote, market or recommend to another party any transaction or matter addressed herein (or in any such attachment).</p><p>The information contained in this message may be privileged, confidential, and protected from disclosure. If the reader of this message is not the intended recipient, or any employee or agent responsible for delivering this message to the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by replying to the message and deleting it from your computer. Thank you.</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></div>

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
	<div><div>LOOP 202</div><div>South Mountain Freeway Study</div><div>2013</div></div> <div><div>Draft Environmental Impact Statement</div><div>COMMENT FORM</div></div> <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> <div><div>It is helpful to ADOT to receive comments on:</div><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> <div><p>Comments must be received or postmarked by July 24, 2013.</p></div> <div><div>1</div><div>PLEASE CONSIDER BUILDING THE SO. MTN FREEWAY AS IT IS VITAL IN REDUCING CONGESTION ON THE CURRENT FREEWAY SYSTEM.</div></div> <div><div>Optional</div><div><div>Name</div><div>JEFF HAMILTON</div><div>Email</div><div>JEFF1579@gmail.com</div></div><div><div>Address</div><div>3841 E. DUDOLS AVE</div></div><div><div>City</div><div>GILBERT</div><div>State</div><div>AZ</div><div>Zip</div><div>85298</div></div><div><div>Phone</div><div>480 503 3672</div><div>Fax</div><div></div></div></div> <div><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></div> <div><div>ADOT</div><div>U.S. Department of Transportation Federal Highway Administration</div><div>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</div></div>

Code	Issue	Response
1		Comment noted.

Code Comment Document

4300

1 would be feasible. And that's what I've got.

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

4 COURT REPORTER: Okay. What is it?

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

6 COURT REPORTER: Yes.

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

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

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

15 Traffic, particularly with existing traffic
16 conditions with the trucks, the warehousing and shipping
17 business located to the north of Laveen, currently using
18 51st Avenue going south, as well as spilling over frequently
19 onto our surface streets like Baseline Road, as well as
20 whenever traffic incidents slow traffic on the I-10, which
21 pushes traffic onto our surface streets, and I think that that
22 creates a negative impact on both the Laveen community as well
23 as the rest of the South Mountain/South Phoenix area, which is
24 where I presently live, and have previously lived in Laveen and
25 remain fairly active in that part of the South Phoenix

Page 12

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Code	Issue	Response
1		Comment noted.

Code	Comment Document						
<div><div>1</div><div><div><div><div><div>TELEPHONE CONVERSATION RECORD</div><div>SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div></div></div><div><table><tr><td>INCOMING CALL DATE: 5/15/13</td><td>INCOMING CALL TIME: 4:00 PM</td></tr><tr><td>CALLER: KEN HAMLIN</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div><div>CALLER REMARKS/QUESTIONS:</div><div>I am in favor of building the freeway. Thank you.</div></div></div></div></div></div>		INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 4:00 PM	CALLER: KEN HAMLIN	CALLER ADDRESS:	PHONE:	EMAIL:
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INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 4:04 PM						
CALLER: RICHARD HAMLIN	CALLER ADDRESS: 3336 E. SEQUOIA TRAIL, AWATUKEE, AZ 85044						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

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TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 6/14/13	INCOMING CALL TIME: 1:31 PM
CALLER: JOHN AND PEGGY HANAFORD	CALLER ADDRESS: 15805 W. YAVAPAI, GOODYEAR
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:
Both my Husband and I support the new road. Please note.

Code	Issue	Response
1		Comment noted.

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4328	<div><p>1 made on a final bill? We've been in limbo with our</p><p>2 home because at one point we were in the right-of-way</p><p>3 and now we're not which is okay, but we're just</p><p>4 trying to plan obviously for the future and any</p><p>5 improvements we'd like to make on the home and all</p><p>6 that. Obviously we won't do that if we were</p><p>7 remaining in the right-of-way and they want to take</p><p>8 it.</p><p>9 So, you know, I think that's all we have</p><p>10 to say. We're just more interested in how they would</p><p>11 design the wall with those property owners that it</p><p>12 would be right up against, so.</p><p>13 MR. HANCOCK: My name is Jordan Hancock.</p><p>14 I'm a student over here at Chandler-Gilbert. I first</p><p>15 learned of the freeway through a friend. She's from</p><p>16 the Akimel O'odham tribe, Gila River. She's from the</p><p>17 reservation, the Pima reservation, where ADOT was --</p><p>18 there was three options, from my understanding, of</p><p>19 the freeway, and they first tried to push it onto</p><p>20 their land.</p><p>21 And I became aware of some of the abuses</p><p>22 that they were doing, especially from the contractor</p><p>23 Pangea, that they were going to pay to build the</p><p>24 freeway on the Gila land. So that's when I first</p><p>25 became aware of this and became opposed to the</p></div> <div><p>Page 6</p><p>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p></div>

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1	freeway. So I thought that was very dishonest of what they were doing.
2	Two, I started to talk to Pat Clark and I really don't want this freeway. I think it is going to lead to be a trucker bypass. So, it's very close to the I-10. If you look at sort of what the can of mix was and then some of the justifications I was hearing from the Perez guy from Pangea, he was the leader of the development company, and he was just lamenting and being completely open with the fact that this is going to be the can of mix freeway, or this is going to provide for the corridors as if it was a good thing.
3	The threat of trucker emissions is not addressed in the EIS. It's a severe threat. There's documentation after documentation of being within 500 meters of a freeway, what it does to the carcinogens, causes cancer. There's four elementary schools that I know within 500 meters of the proposed freeway on the Pecos on that option. There's several housing developments that I know of and these are not addressed.
4	It's blatant, I think a human rights violation. I don't appreciate the fact that ADOT, they bus their contractors in here and allow them to
5	
6	
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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	Air Quality	Diesel exhaust from trucks is not a major contributor to concentrations of particulate matter (PM ₁₀) in this area. Dust is the largest contributor in Maricopa County. Review of particulate matter (PM ₁₀) data collected by the Maricopa County Air Quality Department suggests that locations adjacent to industrial, mining, or agricultural areas generally have the highest concentrations (see Final Environmental Impact Statement page 4-72). Locations adjacent to freeways typically have particulate matter (PM ₁₀) concentrations within standards.
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	Public Involvement	Target busing of special interest groups was not included in the public involvement plan or activities, nor provided by the project. Free shuttles were provided in specific locations to accommodate populations that might not have had access to other transportation to attend the public hearing downtown. The rules for the hearing included: “Displays, signs, or banners are not allowed in the Convention Center.”

Code	Comment Document
7	<div>1 have T-shirts. They don't know any of the talking</div> <div>2 points for one, yet when we try to pass out</div> <div>3 information, the Sierra Club, they won't let us do</div> <div>4 it. I know they already spent \$24 million of paid</div> <div>5 tax payer money to do it, so I see their reasons.</div> <div>6 Two, there's two city ordinances that</div> <div>7 have been passed. One in '97 by a popular vote and</div> <div>8 one in 2003 that I know of that basically say you</div> <div>9 can't sell any land or do anything to the wildlife</div> <div>10 preserve, which is the South Mountain, the mountain</div> <div>11 preserve, without voter consent.</div> <div>12 I know that there's some -- they can get</div> <div>13 around this from what I read -- ADOT cam, but it's in</div> <div>14 violation of the spirit of the law, it's not fair and</div> <div>15 I definitely hope we get a lawsuit to try and do</div> <div>16 this. So I think it's illegal actually what they're</div> <div>17 doing. It's in violation of two voter referendums.</div> <div>18 This is the largest city park in the</div> <div>19 country, a very popular and historic mountain</div> <div>20 preserve. I'm not quite sure what is so hard about</div> <div>21 the word "preserve" for ADOT to understand. You</div> <div>22 can't preserve something if you build a freeway</div> <div>23 through it. It's a big part of our history, and not</div> <div>24 to mention the cultural importance of four Native</div> <div>25 American tribes, especially the Akimel O'odham. It's</div> <div>Page 8</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

Code	Issue	Response
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	Cultural Resources	

Code	Comment Document
8	<p>1 their origin myth. It's from their origin. This</p> <p>2 mountain's very important for them and they're just</p> <p>3 sort of building a freeway right through it. It's a</p> <p>4 civil rights violation.</p> <p>5 And the -- the effects of the Gila River</p> <p>6 tribe are not even mentioned in the EIS. That's very</p> <p>7 disturbing since they're so close to it. Cities</p> <p>8 can't transfer preserved land for freeways without a</p> <p>9 vote. This was 1990 House Bill 22118. I don't see</p> <p>10 how they're going to get around that.</p> <p>11 And currently since 1997, our city has</p> <p>12 led the country in carbon emissions -- excuse me, not</p> <p>13 carbon emissions, but carcinogens, pollutions being</p> <p>14 put in the air since '97. So just as a whole since</p> <p>15 1997. And we used to be a haven for, you know,</p> <p>16 asthma patients. And this is -- what it's become</p> <p>17 now, we're just below the limits of the EPA</p> <p>18 currently.</p> <p>19 And if this becomes what I think it is, a</p> <p>20 trucker bypass station in the middle of the city,</p> <p>21 it's going to increase pollution and we're going to</p> <p>22 go over that limit, and we're in great threat of</p> <p>23 losing funding from the Federal Government. So</p> <p>24 that's losses of billions of dollars, not to mention</p> <p>25 the 2 billion they say it is going to cost to build</p>
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10	
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Code	Issue	Response
9	Tribal Involvement	<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>
10	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>
11	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>

Code	Comment Document
11	<div><p>1 the freeway when it was originally 4 billion. So</p><p>2 this is a bare bones freeway.</p><p>3 They've taken away -- I don't know how</p><p>4 they're going to be able to afford wildlife passes</p><p>5 and things like that. It's a very bare bones</p><p>6 freeway. \$2 billion for 22 miles. And these are</p><p>7 just a few, but that's about it.</p><p>8 MR. MYERS: David Myers, M-y-e-r-s. I'm</p><p>9 opposed to the South Mountain corridor, and I would</p><p>10 say that we're basically just stealing land from the</p><p>11 natives once again. And a good example of this would</p><p>12 be, what if we wanted to put a freeway through</p><p>13 Camelback Mountain, let's say, or say a north Phoenix</p><p>14 or north Scottsdale? If we want to just run a</p><p>15 freeway right through one of the upscale</p><p>16 neighborhoods, how would they feel about that?</p><p>17 And, I mean, I understand that it's on</p><p>18 the edge of Ahwatukee and parts of those are a little</p><p>19 more upscale, let's say, but nothing compared to say</p><p>20 like Scottsdale, and I honestly don't think that they</p><p>21 would like it very much. And as a former auto</p><p>22 mechanic, I can say that a truck route would increase</p><p>23 air pollution substantially. I am now a</p><p>24 sustainability student, and I oppose everything going</p><p>25 on with the South Mountain corridor.</p></div> <div><p>Page 10</p><p>Driver and Nix Court Reporters - (602) 266-6525</p><p>www.drivernix.com</p></div>

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	<p>considers the needs of “business leaders” and representatives of “The Indian Nation” in addition to the majors of the cities within Maricopa County. Neither of the two former entities, irrespective of state legislature and executive actions, are competent to make decisions that affect private land owners in these United States of America. In fact, these are unconstitutional forms of representative government.</p>
2	<p>Under what authority and pursuant to what facts are members of the Indian Nation to be included in the decision making process for the Pecos Road Alignment, an alignment which is NOT on the lands of The Indian Nation? Surely it’s not the single forged hieroglyph found in the proposed right of way on South Mountain or the vista onto the lands not on the Indian Nation lands. This artifact of Arizona government has not yet been challenged. But it will be.</p>
	<p>2. Historical Context</p>
3	<p>The South Mountain Freeway may have been originally included in the proposed 232-mile Maricopa Association of Governments (MAG) Regional Freeway System (now called the Regional Freeway and <u>Highway</u> System) as planned in 1985. However, it was never indicated as an easement or even a possibility on any plat anywhere near my house. What was indicated was an easement 500 feet from my house for the extension of Pecos Road.</p>
	<p>Since 1985, the city of Phoenix has issued building permits in what is now to be considered the “right of way” for the proposed freeway. In my case, less than one year before the notorious homeowner notification in October of 2005. If the “general location” of the proposed freeway was so well known, why were these building permits issued? Isn’t this a glaring case of wasting taxpayer money? If the Pecos Road alignment was so precisely defined and a decision had already been made, why did the first public notification signage appear on the 28th of May 2013 at the South 24th Street and Pecos intersection?</p>
	<p>3. Purpose and Need</p>
4	<p>The DEIS purports that traffic in general will continue to increase at exponential rates in Maricopa county. This is identified as the primary reason for the need for the South Mountain Freeway. All biological systems that experience geometric growth will stabilize or collapse at some point in time. This is a concept of real science. Why is this concept not a factor in the DEIS? It is omitted altogether. In a day and age when telecommuting is increasing at geometric rates, this is inexcusable.</p>
	<p>Furthermore, the DEIS cites a fictitious need for residents of the Central West Valley to commute to the Chandler/Gilbert/Queen Creek area and vice versa. Surely we are all in agreement that there is no such “need” between the residents of Chandler and Ahwatukee Foothills and the residents of Tolleson; the demographics just don’t comport. Why isn’t there any study mentioned of how many cars travel from Chandler/Ahwatukee Foothills to the Central West Valley now? License plate recognition software and hardware is readily available and can access registrations nearly instantaneously. That’s because such travel doesn’t exist. Isn’t ADOT’s insistence of the former merely a case of “if you build it, they will come”? How are general valley traffic volume statements and projections</p>

Code	Issue	Response
2	Alternatives	<p>As noted on page 2-8 and 3-5 of the Draft Environmental Impact Statement, the Gila River Indian Community held a coordinated referendum in February 2012 to favor or oppose construction of the South Mountain Freeway on Gila River Indian Community land or to support a no-build option. The highest number of votes were received by the no-build option, therefore, the on-Gila River Indian Community land alignment was eliminated from further study. The referendum results did not affect the alternatives development and screening process related to the E1 (Pecos Road) Alternative.</p> <p>Laws, such as the National Historic Preservation Act, American Indian Religious Freedom Act, Section 4(f) of the U.S. Department of Transportation Act, provide protection for cultural resources even if they are located off of Native American land. More information related to how these laws affected project determinations and design are presented on page 4-128 and in Chapter 5 of the Draft Environmental Impact Statement.</p>
3	Acquisitions and Relocations	<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> <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>
4	Purpose and Need	<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>An analysis of the origins and destinations of projected freeway users is presented in Figure 3-18, on page 3-36 of the Final Environmental Impact Statement. Freeway users are defined as those motorists who pass through the bend of the freeway (around the South Mountains). So, this does not count motorists in Laveen Village who go to Interstate 10 (Papago Freeway) and motorists in Ahwatukee Foothills Village who go to Interstate 10 (Maricopa Freeway). The results of the origin-destination analysis show that 73 percent of the traffic going around the South Mountains has origins or destinations in the area within or around the Study Area and supports the conclusion that the proposed action would serve east -west mobility consistent with commuting movements.</p>

Code	Comment Document
	even relevant here?
51	Inherently, there is no local need now. After all, Chandler and Ahwatukee Foothills are more than 95% developed. Everything south of Pecos Road and east of its current terminus is Indian Nation lands. ADOT, Phoenix, and MAG (if it is legal entity) cannot make decisions about private lands in Arizona based on the needs of the Indian Nation. Isn't that the exclusive purview of the Department of Interior for these United States of America?
6	So where could increased traffic come from? The better question is where will increased traffic come from? It will come from the CANAMEX Highway. When Congress adopted NAFTA, this highway became a requirement of the United States Government – not Arizona. But where is the segment between Pecos Road and Las Vegas? It doesn't exist! Which is why the federal government is paying for a significant portion of the local freeway. Why is the CANAMEX traffic load not considered in the DEIS? How is CANAMEX a responsibility of the Arizona or Maricopa or Phoenix taxpayer?
7	To cast the need for the South Mountain Freeway in terms of relieving the congestion on the I-10 freeway between Pecos Road and the 143 irrespective of the CANAMEX Highway overlooks two fundamental issues. First, from Pecos Road to the 143, fourteen lanes of traffic are crammed into seven. Worse, carpool travelers going to PHX from the I-60 must cross six lanes within the most crammed quarter mile to get to the airport. Wouldn't an elevated HOV cross-over be much more efficient? Isn't this the real problem?
	4. Gila River Indian Community Coordination
12	The Federal Highway Administration may not have the right to survey the lands of The Indian Nation, but the federal government does have the right to condemn lands of the Indian Nation under eminent domain. That's exactly why the USDOT has stepped back in this case. Just as the Bureau of Indian Affairs is chartered to address the transportation needs of the Indian Nation, the states and their subordinate organizations are NOT! More specifically, MAG's "coordination" is not/should not be decision-making. Fire Departments, ambulance companies, and hospitals all coordinate with each other, but neither makes decisions for any other. How can ADOT confuse such fundamental concepts?
8	Significantly, the proposed South Mountain Freeway alignment is not within any portion of the tribal lands of the Gila River Indian Community. Why is that community involved in the decision-making process affecting the properties of Phoenix landowners? More importantly, why is ADOT proposing off ramps and street stubs that serve the property and business developments of The Indian Nation? Who in The Indian Nation's allotted landowners stand to profit from Casino developments and billboard placements? Does the greed of these Indian Nation profiteers outweigh the rights to residents of those not within the Indian Nation? Apparently, they also outweigh the desires of the rest of their tribal members.
9	Finally, how can a tribal representative for tribe of a few hundred have the same voting or veto power as the mayor of Phoenix? Don't we have a concept of one person one vote in

Code	Issue	Response
5	Purpose and Need, Lack of Support	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
6	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> <p>The proposed freeway would not be part of the CANAMEX Corridor. The CANAMEX Corridor is to follow Interstate 10 from Tucson to Interstate 8 near Casa Grande, Interstate 8 west to State Route 85 near Gila Bend, State Route 85 north to Interstate 10 northwest of Buckeye, Interstate 10 west to Wickenburg Road, Wickenburg Road to Vulture Mine Road west of Wickenburg, and then connect with the planned US 93/US 60 Wickenburg Bypass. Additionally, the proposed freeway would not offer shorter travel times. The CANAMEX Corridor's proposed routing avoids any congestion associated with the Phoenix metropolitan area (see Draft Environmental Impact Statement page 3-64). Recent studies completed by the Maricopa Association of Governments, including the Interstate 10/Hassayampa Valley Roadway Framework Study and the Interstates 8 and 10/Hidden Valley Transportation Framework Study, have further defined the long-range planning for the CANAMEX Corridor in Arizona.</p>
7	Traffic	While the improvement proposed by the commenter could help eliminate some weaving issues in that area, the cost to build such a cross-over would likely not be in line with the limited number of vehicles demanding that movement. The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing motorists an alternative route to 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.
8	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 Draft 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.
9	Purpose and Need	An explanation of the Maricopa Association of Governments is on Draft Environmental Impact Statement page 1-4. That discussion lays out its membership, history, and legal role. The Maricopa Association of Governments is the federally designated metropolitan planning organization for regional planning in the Maricopa County region. Its current membership includes three tribes along with 25 incorporated towns and cities.

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	<p>these United States of America? ADOT needs to revisit the standards against which administrative agency action is tested against. After all Kelo v. New London only added another standard; it didn't replace the other tests (arbitrary & capricious, illegal, prohibited actions).</p> <p>5. Alternatives</p> <p>10 Proclaiming a fictitious need inherently corrupts any further analysis of the viable alternatives. This is a fundamental concept of real science and the scientific method. Unfortunately, this concept is, modernly, largely lost on administrative agencies that rely on repeating unfounded dogma until most people believe it.</p> <p>11 6 Thus, if one is to proceed with the notion that there is a real current need for commuter travel from the Central West Valley to the Chandler/Gilbert/Queen Creek area and vice versa, certainly an extension of Pecos Road would suffice. After all, it's a four lane divided road with very few traffic control signals. Why is the lack of achieving a "projected traffic" flow of dubious origins for a freeway whose true nature and purpose are not addressed even relevant here? That's because the flow is a yardstick for CANAMEX Highway purposes.</p> <p>12 5 And, if the real need is to comport with the lane and flow requirements of CANAMEX, both a real freeway is required and multiple alternatives come to mind. The logical question that follows is why did ADOT not consider an alternative from Casa Grande (or close by on the I-8) to Tolleson? Such an alternative would not cause any of the social or environmental consequences identified below, nor traverse tribal lands. It would, however, lie almost exclusively on federal lands. Is this a conflict of interest for USDOT? Why was this alternative not studied by ADOT or identified in Figure 3-5 of the DEIS?</p> <p>The Casa Grande to Tolleson alignment can be detailed to exclude all residential property condemnation. Further, it would truly be a truck bypass, avoiding all residential contact except for possibly, but not necessarily, one eighth of a mile. How does such an alignment differ from any "studied" alignment for interstate traffic purposes? Why was that not discussed in the DEIS?</p> <p>The Casa Grande to Tolleson alignment can also be designed to include two or more lanes that interchange with the I-10 or I-8 at the southern end and the 303 and the I-10 at the northern end without significantly disrupting traffic. This is required by the CANAMEX Highway specifications. The Pecos Road alignment would require massive reconstruction to achieve such. Why was this not discussed in the DEIS?</p> <p>13 1 Furthermore, why did USDOT not study condemning lands of the Indian Nation for the Riggs Road Alternative? If this is a CANAMEX segment, USDOT certainly should be at the forefront of the alignment studies and condemning decisions; not ADOT, not MAG, not anyone else.</p> <p>Vertical alignment is much more complex than the short shrift given to it in the "Alternatives" section of the DEIS. The complexities of this are discussed in the relevant sections below.</p>

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10	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
11	Alternatives	Extending Pecos Road as an Arizona Parkway or other facility was considered (see page 3-19 of the Draft Environmental Impact Statement). 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.
12	Alternatives	The proposed freeway is part of a transportation system developed to improve mobility in the Phoenix metropolitan area by increasing capacity and providing alternatives to allow traffic to avoid 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 the Phoenix metropolitan area. Routes south of the Gila River Indian Community, such as that noted in the comment and the State Route 85/ Interstate 8 Alternative were evaluated for the proposed project. The reasons these alternatives were eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.
13	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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	<p>6. No-Action Alternative</p>
147	<p>As noted above, there is no articulable, scientifically supportable need for this freeway, absent CANAMEX. The “No-Action Alternative” and/or the Casa Grande to Tolleson alignment (for CANMEX traffic) are the only two supportable alternatives. Further, the I-60 to 143 overpass is notably a significant I-10 current traffic mitigation option which is likely to yield the most results for non-CANAMEX traffic. Why was this not discussed in the DEIS as a viable traffic mitigation option?</p>
	<p>a. Displacements, Relocations, and Economic Impact</p>
15	<p>What’s a home worth? That’s the overriding issue ADOT has not addressed. It’s the elephant in the room. I purchased my new home in 2004 in the Mountain Reserve after reviewing 128 model houses in all states of completion. I moved in in August 2005. I paid \$355,000.00 for it and spent another \$40,000.00 in front yard and window coverings required by the association. I spent much more on cabinetry. I had leveraged the economy of a tract builder with the freedom to request a multitude of customizations. My house is truly unique.</p> <p>I had put \$140,000 down as a down payment. I have no back yard. Most people who bought near around the time I did don’t (check Google Earth). Why? Because ADOT announced that my house probably will be mowed down for the Loop 202 Freeway, seven weeks after I moved in. That was before the housing bubble collapsed and values collapsed even further.</p> <p>The last house that sold on my street (with a back yard and a pool) sold for \$173,000 (check Zillow.com). Wow, I might as well have flushed \$100,000.00 down the toilet eight (8) years ago and I’d still be more than \$60,000.00 ahead of the game. I may even have had a back yard down through those years. How much is a back yard worth? ...for 8 years? I think that most people will agree that it’s worth a lot.</p> <p>Also, I have lived in a community where transient rentals were the norm for eight (8) years. Monthly rentals predominated. There was absolutely no sense of community. Indeed the HOA had no forum of board members for years. Nobody cared. The ADOT owned houses were a blight upon the neighborhood for many years. What’s that worth? Is there any mention of this in the DIES? Much, much damage has already been foisted upon Mountain Preserve homeowners.</p>
16	<p>I moved to my neighborhood because of the views and the low levels of traffic, noise pollution, light pollution, air pollution, and lack of access by the criminal elements of the various crime riddled areas of the west valley. Can ADOT even find comparable relocation sites? Why is the latter not addressed in the DEIS?</p> <p>So, again, what is a house worth? Is it the current standard of the “reasonable market value”? Or is it something else? I suggest it is the value of buying comparable property, building the same house thereon, and putting my family up in a resort during the time of its construction. And further, that property has to have similar characteristics with regard noise, views, light and air pollution, property taxes, and access by criminal elements.</p>

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

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	<p>Why not? Can anyone articulate why not?</p> <p>In the end, how much is all of this worth to a tax-paying resident of Phoenix? One that’s been paying taxes for eight years and commuting to a remote location where he’s never been able to even enjoy a back yard? The DEIS does not address this, not even remotely. Why? Because it’s painful and expensive maybe? And, ADOT may not want to admit to the true cost of such land acquisition and replacement home building.</p> <p>b. Noise</p> <p>The DEIS addresses noise pollution. Unfortunately it uses the average hourly noise level as its only metric and does not incorporate any temporal variations. While it does acknowledge that it barely achieves federal maximum mandates, it does not even address the more pertinent parameters of the characteristics of noise and timing of thereof. Internationally, noise classification has advanced well beyond the crude “average pressure level” used in the DEIS.</p> <p>Irrespective of the international classifications, the DEIS statement does identify that the Pecos Road alignment will barely achieve federal maximum noise levels in most cases, even if abatement walls are used. Why is that not a major problem? Further, these maximum classifications are based on abstract generalizations of laterally displaced noise level estimates. Why is there no mention of the directed and “channeling noise” of the converging freeways segments on Parcel D of the Mountain Preserve? Mountain reserve residents would be subject to air brake and incline ascending noises of both domestic and CANAMEX trucks, the volume of which are not incorporated into ADOT’s simple projections. Lower frequencies travel farther. Period. What if the actual noise levels exceed the federal maximum noise levels? What then?</p> <p>And, more basically, ADOT submits factually incorrect current ambient noise levels for comparison. Noise levels not within the narrow arrival and departure times of commuters and not within the high heat air conditioning months (October through May) are much lower than indicated for neighborhood. Typically, they are in the decibel ranges from the 30’s to low 40’s on my back porch at my house, and even lower during the night. Why has ADOT not provided the true, evening, no-AC, ambient noise levels?</p> <p>Noise can come in all forms. ADOT would have one believe that the sounds of birds at my bird feeder and sounds of my neighbor’s children playing are equivalent to the recurrent, revolving, and mechanical sounds of lumbering trucks and motorcycles. It’s embarrassing to even have to address this. The rest of the world has moved on. The quintessential question is why does ADOT rely on outdated and erroneous methods and metrics? Most likely because they’re convenient obfuscating tactics. There are much more relevant international standards and measurements that are available.</p> <p>ADOT itself pontificates that “it is recognized that transportation noise is perhaps the most pervasive and difficult source to avoid in society today”. This is exactly what we currently don’t have at the western end of Pecos Road. This was a major consideration when I bought my house. How is the maximum tolerable noise level relevant here? How about a combination of maximum noise pollution, air pollution, light pollution, disaster risk, and transient crime? Who would want to live in such an environment?</p>

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17	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>As discussed on Final Environmental Impact Statement page 4-88, the Final Environmental Impact Statement is required to comply with the Federal Highway Administration regulations, which specify the noise metric of A-scaled decibels. Noise analyses for Federal Highway Administration transportation projects are to use the hourly equivalent sound level (Leq), which is a logarithmic energy average over a 1-hour period. While other noise metrics are used in some other countries for other types of noise, they have not been accepted in the United States for various reasons, and the Leq metric remains the most common metric for discussing and evaluating highway- and transportation-related noise. As the Federal Highway Administration points out in Title 23 of the Code of Federal Regulations, Part 772, the Federal Highway Administration and Arizona Department of Transportation Noise Abatement Criteria are not to be considered maximum acceptable noise levels or design noise levels, but are the level at which noise abatement is considered.</p> <p>Regarding the no-air conditioning evening, noise levels, as mentioned on page 4-80 of the Draft Environmental Impact Statement, ambient noise measurements were conducted according to Federal Highway Administration guidelines in Measurement of Highway-Related Noise. The goal is to obtain representative ambient noise levels from the Study Area, not necessarily the absolute lowest sound levels that could occur in the area. The procedures and metrics used in the noise analysis are consistent with those used throughout the country and in much of the world for highway-related noise. Regarding anticipated noise from large 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 forecast truck traffic is based on existing traffic studies and projected socioeconomic data. This percentage is similar to current conditions on Interstate 10 between State Route 101 Loop 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 future noise levels. Noise mitigation is designed for this predicted noise level, including the noise from trucks.</p>

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17	<p>Finally, the question of time of day when noise is absent is avoided entirely. Why? So a noise at midnight is equal to a noise during the day. How is that possible? Is it rational? Whether CANAMEX or a general truck bypass is the main ingredient of the traffic on the proposed freeway, it is likely that the louder, lower frequency noise generated by large trucks will dominate. And, that this noise will continue 24x7 and carry further at night. How does that compare to the crude measurement and prediction that ADOT proffers? It doesn't. And, why has ADOT not addressed the conflict between wildlife corridor bridges and sound barriers? (More on that topic below.) All this appears to absent in the DEIS.</p> <p>c. Water Resources & Floodplains</p> <p>The DEIS identifies the flood plain relevant to the Pecos Road alignment. Unfortunately, its roaming generalizations do not address several pertinent aspects of drainage. The South Mountain Park and adjacent southern alluvial flood plains drain to the south. It is this author's experience that, during summer deluges the entire area from South Dessert Foothills Parkway to Chandler floods and drains through and across Pecos Road.</p> <p>This drainage can cause the entire area from Chandler to South 17th Avenue to flood and drain through the multiplicity of drainage culverts <i>and over Pecos Road itself</i>. The current "alignment" proposes that the Loop 202 will be elevated along its passage by my house. AND, that the alignment will be 22 feet above the current grade. Wow, kind of like Hoover Dam in your back yard. More on that later.</p> <p>19 20</p> <p>With only one drainage culvert in the segment, what is the strategy to channel/buffer drainage waters? Further, and more significant, what are the consequences of erosion damage on the tribal lands of The Indian Nation? Why has the DEIS not even addressed this? It is a sure consequence of law that damages of The Indian Nation will be adjudicated by the Indian Council (see recent decisions by the federal courts), employing a different set of laws (they remind us of that with signage every 50 feet along Pecos Road), and dictated to Arizona taxpayers. What is the potential cost of that? I don't see anything that addresses this in the DEIS.</p> <p>d. Biological Resources</p> <p>21</p> <p>The South Mountain Park is the largest municipal park in the world. It is the place where local citizens can enjoy <i>nature</i>. It hosts a plurality of <i>natural</i> inhabitants, from the Chuckwalla lizard to numerous bird species. It is a natural ecosystem that interacts with the desert flatlands and the adjacent Estrella Mountains on a genetic and predator-prey basis.</p> <p>22</p> <p>If anyone can believe all species in an isolated park can proliferate for more than a few years though a couple of tunnels (4 that I see) and one bridge traversing a 300 or 500 foot right of way, please present the scientific evidence. While the importance of wildlife corridors, such as those in the Ahwatukee Foothills area, has been scientifically established, drainage culverts and bridge corridors have not.</p> <p>Quite the contrary, for many species they present a gauntlet to navigate while</p>

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18	Noise	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 Phoenix metropolitan area and across the country.
19	Design	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). The drainage design along Pecos Road 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 Prevention Plan would also help minimize runoff.

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	<p>opportunistic predators, such as foxes and coyotes, cash in on the parade of traversers. Furthermore, position, size, food sources, and cover are key factors in determining which species will attempt to employ the use of such underpasses. Progressive proposals have been made to create vast corridor overpasses over the I-10 to Tucson. Is ADOT regressing in its thinking? Does it have better data?</p> <p>The species least likely to traverse a tunnel or bridge corridor would be Road Runners, the Giant Sonoran Desert Toad, Desert Tortoises, Gila Monsters, horned lizards, Chuckwallas, rabbits, squirrels, skinks, low flying birds such as the Gila Woodpecker, the Road Runner, and Gambels Quail. And even if they do, the restricted opportunities to traverse will sharply decrease their genetic diversity and survival chances in the SMPP's ecosystem.</p> <p>Most of these species are not likely to cross at the proposed Rio Salado Oeste project area either, as they do not inhabit marshes. All of these species have appeared in my back yard. Most of these species are an intimate part of the <i>nature</i> evident in the park today. Many of these species migrate daily or seasonally from the mountains to the flatlands. All communicate genetically with the greater Sonoran Desert inhabitants. Bottom line is this: Coyotes and Javelinas are the most likely species to use the tunnel and bridge corridors. Is there any shortage of those? Why has the natural biodiversity, genetic isolation, unbalanced predation, and ecosystem health of the SMPP's fauna not been addressed in the DEIS?</p> <p>Further still, should ADOT decide that a bridge corridor is necessary somewhere in the vicinity of the Pecos Road terminus, what is the strategy for a sound barrier there? I've never seen such a barrier on a bridge outside of central Europe. Bridge corridor, vertical alignment, sound barrier, and ecosystem health are all related. Most significantly, the DEIS avoids altogether the question of what is the goal of the mitigation efforts are. Is to save endangered species? Or is it to maintain the health of the SMPP's ecosystem and natural state?</p> <p>Let's also not forget that any corridor's effectiveness can be completely thwarted by commercial developments on the Lands of the Indian Nation. Quite frankly, evidence has shown that they just don't care. They'll build a casino where ever they please and recent court challenges have borne out yet again that no agreement with municipalities or the State of Arizona has any affect. Why is that fact completely ignored in the DEIS?</p> <p>e. Hazardous Materials</p> <p>The current alignment would have the CANAMEX or otherwise highway truckers pass a few yards from my house if it's not torn down altogether. But, then again, ADOT hasn't decided on the true right of way width yet. So we don't know. Why is that? Irrespective of this indecisiveness, the specter of a mishap on the Loop 202 resulting in an errant vehicle carrying hazardous materials rolling down the 22 foot embankment into a residential neighborhood is scary.</p> <p>Why is there no discussion of this vertical alignment issue, especially with CANMEX truckers in mind. The DEIS only discusses general concepts? Isn't the transport of hazardous and harmful materials a key element to the freeway's alignment? How is the above scenario different than the Deck Park Tunnel? Has Homeland Security been</p>

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	<p>advised of this?</p> <p>ADOT instead chose to concentrate this section of the DEIS on the potential to disturb existing Haz-mat sites. How about what the proposed alignment (both horizontal and verticel) creates as far as Haz-mat circumstances and situations? Why hasn't that been considered?</p> <p>f. Visual Resources</p> <p>As mentioned above, the current vertical alignment places the Loop 202 at 22 feet above grade near the terminus of Pecos Road. With another 20 feet of sound barrier on top of that, the remaining front line of homes will be greeted by the view of Hoover Dam to the south. The barrier will be nearly twice as high as the adjacent roof gables. While some folks are worried about their sacred views of mountains not on their lands, taxpayers near the right of way will be greeted by an atrocious industrial strength view. What's the value of that? And why is there no mention of this specter in the DEIS?</p> <p>g. Light Pollution</p> <p>The DEIS avoids altogether any discussion of light pollution. Though discussed at various public meetings, ADOT summarily responds with generalizations about mitigation measures. Light pollution is, however, a complex issue poorly understood by administrative agencies such as ADOT. Light pollution is a matter of water vapor, particulate air pollution, and the location and direction of light sources.</p> <p>Merely lowering light standards is laughable. Even thirty foot standards would emit light 52 feet above grade near Parcel D of the Mountain Preserve. Furthermore, vehicle lights traveling in both directions approaching Parcel D of the Mountain Preserve will illuminate the area from higher elevations based on the proposed vertical alignment. Vehicles also emit the very particulates and water vapor notorious for scattering and reflecting light. Particulate emissions from Mexican trucks (CANMEX) will be even higher than domestic commercial diesel trucks.</p> <p>Even more important, what will stop the business interests on the adjacent tribal lands from erecting illuminated billboards and jumbotrons? One need only look at the Santa Freeway between I-10 and the Loop 202. Does ADOT think a contract with the Indian Nation not to build such will be upheld in federal court? Recent decisions indicate they won't. And the Indian Nation only cares about revenue, nothing else.</p> <p>I purchased a home in Parcel D of the Mountain Preserve because I can see the Milky Way on many evenings. That is not possible even the Lakewood area of Ahwatukee Foothills. How much is that worth and who gets to decide that?</p> <p>h. Air Pollution</p> <p>As noted above, air pollution is a function of the level of traffic, the type of traffic, even the time of such traffic and the direction of the prevailing winds. There is absolutely no mention of what the pollution levels will be during cool evenings when the truckers dominate and the air is heavy, moving only slowly in the direction of the prevailing winds</p>

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20	Drainage	Flood protection levels are dictated by the design class of the highway. In the case of the proposed South Mountain Freeway, it is designated as a Class I. Therefore, flood protection levels would be designed to the 50-year (storm) level. However, as a standard Arizona Department of Transportation practice, the floodwaters developing upstream of the culvert entrance would be reviewed at the 100-year level to ensure “headwaters” do not adversely affect existing properties. (See Draft Environmental Impact Statement page 4-102.) All bridges on major waterways such as the Salt River are designed to maintain minimum water surface elevations at the 100-year level for flood levels and built to structurally withstand the superflood, a flood expected only once in 500 years.
21	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.
22	Biology, Plants, and Wildlife	
23	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.
24	Visual Resources	For most of the alignments of each of the action alternatives, the proposed freeway would be elevated above the natural grade of the surrounding land. This elevated profile would allow noise to carry farther, creating noise impacts at greater distances from the freeway. Depressing the profile of the freeway below grade might reduce traffic noise levels adjacent to depressed sections. However, it would be necessary to also construct at-grade noise barriers to achieve noise reduction goals at receiver locations adjacent to depressed freeway sections (see page 4-91 in the Final Environmental Impact Statement). This strategy would reduce visual impacts associated with high noise barriers on elevated freeways, but would entail ground-level noise barriers and their associated interference with views. Thus, with either approach to noise reduction, views of nearby mountains could be disrupted. The specific impacts would depend on sightlines that would be determined by the height of any noise barriers constructed, the intervening topography, and the distance of the barriers from the residences in question.
25	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).

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	<p>in parallel with the proposed Pecos Road alignment. Why is this worst case evening scenario not even addressed in the DEIS?</p> <p>i. Temporary Construction Impacts and other Issues</p> <p>Finally, the DEIS statement only obliquely addresses temporary construction impacts. Where is the estimated commute time to get from South Mountain Preserve to the San Tan Freeway? There is no mention of the air quality and local health impact of soil stabilization techniques (lime and potassium chloride), diesel fumes, blasting noise from the mountain gorge, and temporary water drainage measures. Why? How much is living next to a construction site worth?</p> <p>Why does the DEIS summarily avoid the cost impact of implementing all of the mitigation measures on the over cast of the freeway? Could it be because the freeway would never be built if these cost estimated were actually included?</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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26	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>
27	Air Quality	<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>

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28	Construction	Temporary construction impacts are described in the Draft Environmental Impact Statement beginning on page 4-161. 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 might be needed during construction. In general, travel times along Pecos Road would remain unchanged during construction. Individual mitigation measures for environmental elements such as blasting and water quality can be found in the respective sections of the Draft Environmental Impact Statement (for example, mitigation related to blasting is in the section <i>Topography, Geology, and Soils</i> , beginning on page 4-113.) The mitigation measures proposed in the Draft Environmental Impact Statement are included in the total cost of the proposed freeway, as provided on page 3-59 of the Draft Environmental Impact Statement.

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TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 1:46 PM
CALLER: GEORGE HANNEY	CALLER ADDRESS: 7211 NORTH 7 TH STREET, APT. B-40, PHOENIX, ARIZONA 85020
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:
 I fully support the freeway, I think this is the best idea that's come along in a long time. Thank you.

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div data-bbox="428 439 798 538"> <p> From: Projects To: ADOT Subject: FW: NO BUILD!!!! LOOP 202 Date: Monday, July 01, 2013 8:44:29 AM Attachments: image001.png </p> <hr/> </div> <div data-bbox="428 628 686 864"> <p> Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov  </p> <hr/> </div> <div data-bbox="428 899 951 985"> <p> From: tammyhansen@cox.net [mailto:tammyhansen@cox.net] Sent: Saturday, June 29, 2013 11:15 AM To: Projects Subject: NO BUILD!!!! LOOP 202 </p> </div> <div data-bbox="428 1016 547 1038"> <p>Dear AZDOT,</p> </div> <div data-bbox="428 1072 1271 1128"> <p>We are writing in regards to the issue of 202 extension from Ahwatukee to Laveen. Let us begin by saying that we do not support this freeway. NO BUILD of the 202.</p> </div> <div data-bbox="428 1159 1236 1183"> <p>Here are many of the reasons we disapprove of the 202 extension on Ahwatukee land.</p> </div> <div data-bbox="428 1217 1289 1675"> <ol style="list-style-type: none"> 1. COMMUNICATION - We are a resident of Ahwatukee since 1999. We can honestly say that it wasn't until about 5 years ago when we first heard of this 202 freeway. We are disappointed in the lack of communication to home buyers, home builders. How many years did you keep quiet with NO mention of this within the news or information given to the residents to follow up on this issue? That is completely unacceptable as a resident of Maricopa and Arizona. 2. DRAGGING FEET – We are also disappointed in the long time extension of this project. ADOT presented this, and it was voted yes back in 1988. We are now 2013. This is a completely unacceptable time line to get a project completed. 1988 to present time has had Ahwatukee grow in people, homes, schools, and businesses. It is a completely different life here now. It is completely different demographics, people, life. This vote should be completely NULL and VOID. We suggest you vote again and see if it would pass with todays people living here. Relying on this 1988 vote today is like taking a vote of people in say NYC to approve a freeway here in PHX. It is ridiculous and absurd. </div>

Code	Issue	Response
1	Public Involvement	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	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).
3	Purpose and Need	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).
4	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.

Code	Comment Document
	<p>3. AIR – We live one mile from Pecos/202. I have a daughter that have cardio-thoracic disease. She had open heart surgery when she was 9 days old. She continues to deal with heart and lung issues. If you build, we would bet that it would take years for you to start and complete this project. Your history supports this. So, for an unnumbered of years, during the destruction and then construction, the land will be turned over and disrupted. We would place a bet on the increase number of lung related problems in the residents, including and not limited to asthma and valley fever. Especially with those that have underlying conditions and this could result in hospitalization, and possibly death, especially for residents like our 12 year old daughter! Can you imagine the law suits and class action suits you will possibly incur from residents? We are not ones to sue, but we are only speculating from a realist point of view.</p> <p>The air quality I am referring to is only from the construction process, not from the traffic of living by a freeway. That is a whole other topic....</p> <p>4. AIR – TRAFFIC. There will be an increase in pollution and various other road mishaps that will lead to terrible air quality in Ahwatukee. And with many schools within less than a mile from the highway, you are affecting children and their long term health! Your studies are actually unsupported and cannot be relayed into this project.</p> <p>5. CRIME – We cannot begin to tell you the fear of increased crime for me, my family and friends here in Ahwatukee with a major freeway so close to our homes. We KNOW that more crime happens within freeways because of the access to it for getaways, and bringing more people to the area. It scares me. We also wonder how many illegals will be using this road to get from Mexico to other areas in Arizona and beyond. We are not speculating, you know this is a very valid concern.</p> <p>6. SOUTH MOUNTAIN – Please save South Mountain Preserve. It should not even be considered to change the landscape of a state park and sacred land. A freeway is not worth the destruction of our landscape.</p> <p>These are just a few issues that come to mind right now. I know there are many other reasons too, stemming from our quality of life and values of homes both decreasing.</p> <p>Here is what we want ADOT to do:</p> <p>1. <u>Re vote!</u> We demand a re-vote by the people in Laveen and Ahwatukee directly affected by this freeway. We think a vote today is the only valid decision. The previous vote of this build should be VOID. That is too many years to sit on it, and now think you can act on it. Things have changed. It is not apples to apples. You must cut your losses and move on with new ideas.</p> <p>2. If the road must happen, Other Routes ONLY be on the list. <u>Ahwatukee destruction of</u></p>

Code	Issue	Response
5	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 expedite 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. Potential construction-related air quality impacts and mitigation are described in the Final Environmental Impact Statement, beginning on page 4-164.
6	Construction	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).
7	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.
8	Air Quality	
9	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.
10	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.
11	Alternatives, E1 Alternative	

Code	Comment Document
3 12	<p>homes, a church, etc. should be eliminated from the discussion! We demand that ADOT work harder and we demand you all come to agreement with Gila River for a route through the land just south of us. We are sure there is an agreement that can be made. We think negotiations should continue. Perhaps you need to get some fresh people to the negotiation tables...with fresh perspectives, ideas, and faces.</p> <p>We are surprised it has come to this in this point of time. You must believe there are better ways, please take the time to FIND them and act on them. This is not for the good of the majority affected by this freeway. You must step back and move in a different direction. Re-vote and re-negotiations with Gila River!</p> <p>Thank you for your time.</p> <p>Sincerely, Scott and Tammy Hansen tammyhansen@cox.net Residents of Ahwatukee, 28th and Chandler Blvd. area., since 1999.</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
12	Alternatives, Gila River Indian Community Alignment	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code

Comment Document

LOOP 202

South Mountain

Freeway Study

2013

Draft Environmental Impact Statement

COMMENT FORM

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

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

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

It is helpful to ADOT to receive comments on:

A particular alternative, environmental impact assessment, and/or draft mitigation.

Any information you feel is incomplete or incorrect.

How the proposed action would affect you.

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

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① I live approx 1.5 miles north of proposed alignment (Pecos Rd). Freeway will degrade air quality, increase noise level, and increase traffic in an approx 1 mile wide corridor north of Pecos. Will see increase in crime.

② Recommend finalizing of EIS be delayed for 5 yrs to allow GRIC more opportunity to consider the freeway. Economics will move GRIC to develop commercial along south border of City of Phoenix, hence opportunity for freeway.

③ The EIS needs to look at an alignment south of GRIC

Optional

Name

Larry Anson

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85048

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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

U.S. Department of Transportation

Federal Highway Administration

FOR MORE INFORMATION:

azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Noise	
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, 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	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	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	Alternatives	The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other “loop” freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. The State Route 85/Interstate 8 Alternative was evaluated for the proposed project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.

Code	Comment Document
	<div><div><div><div><div></div><div>From: Sierra Club on behalf of David Harbster</div><div>To: Projects</div><div>Subject: Requesting a delay for further study and input of the S.Mtn. Freeway proposal</div><div>Date: Wednesday, July 24, 2013 7:18:42 PM</div></div></div><div></div></div></div>
	<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 am deeply concerned the proposed South Mountain Freeway will contribute to the serious problems we are having with our air quality and further exacerbate the ever-increasing nighttime temperatures we are enduring. Just recently, in our neighborhood, an all-time temperature reached 97.8 degrees F at 9:37 pm.</p> <p>3</p> <p>Further, the current Urban Heat Island Effect we have will likely increase its perimeter due to the effects of usage of the proposed freeway, and the likely making of large-surface-area parking lots. It is a given, commerce will follow the highway. No doubt, a freeway and more parking lots and buildings would increase ambient air temperatures. How could it not?</p> <p>4 Another concern we may be creating problems from the freeway we don't have the means to correct over time as matters mentioned above could, and likely will, become worse. Having seen the innumerable environmental problems that have significantly impacted the health of the public since freeways came to our region, such problems will increase geometrically with even more freeway surface and the externalities that result from it.</p> <p>5 South Mountain Park is already an recreational desert ecosytem that has been negatively impacted by overuse. I laud the park rangers for their efforts and the quality of the desert park has declined. As a user of the park for many, many years--arriving in Phoenix in 1948 as a baby--I have seen much erosion of the trails and the despoiling of plants and the harming and killing of native wildlife. Now possibly adding a major freeway nearby, further disrupting the park with pollutants that afternoon winds will bring to the surrounding communities. Moreover, it is inevitable there will be even more light pollution, noise, and increase its nighttime temperatures.</p> <p>6</p> <p>My hope is this proposal will be delayed to further study the likely problems we may not be able to correct in the future. Moreover, I am requesting more public input for alternative means to resolve what could be a major crisis from the synergy of current environmental problems with new ones we can't even imagine at this point.</p> <p>7 8 3</p> <p>At some point what are the limits of such freeway use and its effects? What can we look forward to in a positive way what the proposed freeway will provide. Will the air be cleaner to breathe? Will our health</p> <p>2 4</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	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.
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	Section 4(f) and Section 6(f)	
6	Biology, Plants, and Wildlife	
7	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.
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.

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	<p>improve?</p> <p>There just are too many questions to yet to ask and how will we deal with the resulting problems from such a project and who REALLY stands to benefit?</p> <p>Sincerely,</p> <p>Mr. David Harbster 6222 W Del Rio St Chandler, AZ 85226-1707 (480) 961-1097</p>

Code	Issue	Response

Code Comment Document

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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	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	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, 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).
5	Visual Resources	Final Environmental Impact Statement page 4-161 of the mitigation section for visual impacts lists four measures that could be taken to mitigate the visual impacts of overpasses: <ul style="list-style-type: none"> · placing landscape treatment on the periphery of right-of-way areas at overpass locations as well as at other areas adjacent to residential development · using earth colors for overpasses, retaining and screen walls, and noise barriers · using bridges and overpass structural systems that help unify a visually complex landscape · minimizing structural sizes and/or recessing the face of structural members from the edge of the roadway to reduce real or apparent breadth of structures Additionally, Final Environmental Impact Statement page 4-162 has nearly a full page discussing how structures are aesthetically treated and how the public could be directly involved in developing aesthetic treatments.
6	Traffic	The extension of Chandler Boulevard west of 19th Avenue is included in this project because reasonable access must be maintained to the neighborhoods at the west end of Pecos Road (see Figure 3-33 on page 3-57 in the Final Environmental Impact Statement). Early in the study process, a travel interchange at approximately 27th Avenue was evaluated but ultimately eliminated because of increased residential displacements and cost. 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.)

(Responses continue on next page)

Code	Comment Document

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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.

Code	Comment Document
	<div><div>1 about the East Valley, and people in the East Valley</div><div>2 saying they don't know much about the West Valley.</div><div>3 And I think what you're doing is bringing one</div><div>4 community together from east to west and allowing</div><div>5 those people to come together as one, which is what</div><div>6 Arizona is all about. In order to be one Arizona, we</div><div>7 have to connect east to west and stop living as if</div><div>8 we're East Coast to West Coast in our own community</div><div>9 here in Arizona.</div><div>10 I'm in favor of this project. It will</div><div>11 lessen the congestion in the West Valley, and also</div><div>12 will speed up some of the downtown traffic into</div><div>13 downtown Phoenix and away from downtown Phoenix,</div><div>14 during the rush hours, in the a.m. and the p.m.</div><div>15 hours. Thank you.</div><div>16 THE FACILITATOR: Thank you, Mr. Hardin.</div><div>17 Good afternoon, everyone, we have seated a</div><div>18 new panel for the 4:00 p.m. to 6:00 p.m. slot,</div><div>19 Matthew Burdick from ADOT, Al Hansen from the Federal</div><div>20 Highway Administration, and Steve Beasley from ADOT.</div><div>21 Those of you in the room, if you are</div><div>22 planning to speak, please make sure that you register</div><div>23 at the registration desk just right outside the door.</div><div>24 Your name will appear on the screen and we will call</div><div>25 you at that point. Also be advised to treat all the</div></div> <div>Page 77</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response

Code	Comment Document
	<p>From: Sierra Club on behalf of Audra Harding To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Tuesday, May 28, 2013 2:45:03 AM</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>
1	<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>
2	<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>
3	
4	<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>
5	
6	<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>
7	
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. How is it that we have roads and bridges in poor repair and yet you can come up with the money to build this monstrosity?</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>Ms. Audra Harding 6825 W Drexel Rd Tucson, AZ 85757-9561</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	<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	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	Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.

Code	Comment Document
	<div><div><div><div><div></div><div><div><div><div><div></div><div><div></div></div></div><div><div><div>From:</div><div>To:</div><div>Subject:</div><div>Date:</div></div></div><div><div><div>Sierra Club</div><div>on behalf of Henry Harding</div><div>Projects</div></div><div><div><div>Comments in opposition to South Mountain Freeway</div><div>Tuesday, June 18, 2013 9:34:45 PM</div></div></div></div></div></div></div></div></div></div></div>
	<div><div><div><div></div><div><div><div><div></div><div><div></div></div></div><div><div><div>Jun 18, 2013</div></div></div></div></div><div><div><div><div></div><div><div><div><div>Arizona Department of Transportation South Mountain Study Team</div><div>1655 W Jackson St, MD 126F</div><div>Phoenix, AZ 85007</div></div></div></div><div><div><div><div>Dear South Mountain Study Team,</div><div>I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</div><div>Objection to the South Mountain Cut</div><div>I am against the proposed building of the extension that would cut through or near to some of the most beautiful and natural habitat of The Valley of the Sun. People still use that area as a backdrop for Commercial Photography because of its uniqueness. A highway through it would be like a wart on the nose of a beautiful model.</div><div>I attended the meeting in downtown Phoenix at the Convention Center. While there one of the transportation staff members who said that within 10 years the dollars spent on Highways (70%) and Public Transportation (30%) would reverse from their current expenditure. This means that in a relatively few years there will be a major shift away from highways. In the interim period the expectation is to spend billions of dollars for highway miles that will be obsolescent when completed. It would be a far better investment to put those dollars into that which will be worth more in the future. I would do that and so would anyone who hopes to profit from their effort.</div><div>An investor would be far better off investing in something that promises to have a higher yield at the end. That is what I expect when my money is invested and this project is proposing to spend gobs of my money on something that you and I both understand to be an unsound investment. You know the tide is turning and yet the ship keeps going on. Wouldn't it make more financial sense to invest in the future instead of the past?</div><div>An investment in Public Transportation would yield more than the same investment in highways. To take an example, look at our light rail system in Phoenix. The ridership is twice that of what had been projected and it has since the beginning. Why is that? It is because the people of the city innately understand it to be a better method of transportation than the local government thought it was. People vote with their dollars and actions. Sure there were the chiding resisters of change, but they are silent now about light rail. The actions or votes of the Native Americans on the reservation spoke loudly that they do not want this thing on their land. Why would they want it even near their land if they already voted not to have it on their land? They wouldn't. The ship of bureaucracy turns very slowly and often runs aground.</div><div>There are 11 cities in the United States that have subway systems, one has three systems and another has two. Cities much smaller than Phoenix have Subways. Most are on the East Coast. Two are in the Mid West and two on the West Coast. They all started with light rail systems, but, because of infill they could no longer afford to take</div></div></div></div></div></div></div></div></div></div>
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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	Section 4(f) and Section 6(f)	
3	Purpose and Need, Lack of Support	

Code	Comment Document
	land from people so they had to go underground or above ground. Seven, or half of all the American Subways, were finished after 1955, which is to say they are recent additions. Three were built before 1900 and not much before either. A subway system in Phoenix could use old railroad land as well as anywhere underground. In the Boston System (MBTA) you can take the subway from Providence, Rhode Island to Portsmouth, New Hampshire. Outside of the city it is surface running. Imagine that you could take a subway train from Sun City to Tucson. It would be much safer than driving the same way on I-10. Speeds could be very high, 150MPH or more. It could be like the Bullet Train in Japan (200+MPH). It would be way cheaper to build than continually widening the highways with the potential of massive highway deaths at the speeds people drive, to Tucson especially.
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 Public Transportation. The only way to effectively reduce highway congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them which another highway would do. How does Japan have half the population of the Unite States in the space of Illinois and still get them to work and home without highways? They do it by rail.
5	
6	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.
7	
8	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.
9	
10	The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers at a time when we should be conserving fuel and making smarter and more efficient choices. Its construction would continue ADOT's trend of unwittingly forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from their jobs. When I came to Phoenix 15 years ago I had a job. So the logical thing to do was to live close to where the work was to minimize cost. For those 15 years I have been able to walk or ride a bicycle to work. The amount of saving for us has been so much annually that we could afford trips to Europe and other places every year and stay for three weeks. My job is not senior executive or even junior executive, but the value in savings and exercise allows me to be healthier, thinner, wealthier and more traveled than my contemporaries. At a time when the dollar's value is falling, gas prices are soaring and incomes are tightening our purpose should be to make wise choices for those who depend on us as civil servants to make their transition to the future easier as well as fiscally and physically more healthful.

Code	Issue	Response
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	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	Air Quality	
7	Health Effects	
8	Section 4(f) and Section 6(f)	
9	Biology, Plants, and Wildlife	
10	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
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>Mr. Henry Harding 304 W Coolidge St Phoenix, AZ 85013-2713 (602) 279-6250</p>

Code	Issue	Response

Code	Comment Document
4332	<div><p>1 a resident of Laveen. I'm very much in favor of the</p><p>2 freeway. We moved out there nine years ago and</p><p>3 waiting for the freeway to be built, and we moved out</p><p>4 there hoping to raise our family out there with a lot</p><p>5 of other amenities and the freeway has been holding</p><p>6 this up. So we know that with the building of the</p><p>7 freeway, there will be many amenities for us and the</p><p>8 family and the whole community to use.</p><p>9 We live about a half mile from there,</p><p>10 from the freeway, and it would be great access for</p><p>11 us. And what else was I going to say? Oh, we're in</p><p>12 favor of the 59 west alignment, but we also would be</p><p>13 in favor of a -- potentially a parkway tying in the</p><p>14 101. What else? Anything else? I think that's it.</p><p>15 MR. HARDING: I'm Henry Harding and I</p><p>16 live at 304 West Coolidge Street here in Phoenix,</p><p>17 85013. I'm not really in favor of this section of</p><p>18 the 202. It's just -- if we promulgate more and more</p><p>19 highways -- now, I talked to Ben over there. He said</p><p>20 that we would save 40 million gallons or -- yeah, I</p><p>21 think 40 million gallons of oil every year or</p><p>22 gasoline every year.</p><p>23 What if we didn't do that and people</p><p>24 start -- took the amount of money that would take to</p><p>25 build this section of road and educated the people</p></div> <div><p>Page 15</p><p>Driver and Nix Court Reporters - (602) 266-6525</p><p>www.drivernix.com</p></div>

Code	Issue	Response

Code	Comment Document
	<div><div><div>1 that if they didn't drive, if they do what I do, 2 live, walk to work, ride their bicycle to work, they 3 would save so much more time and money. The example 4 I always use is I can either commute to work or I can 5 take a trip to Europe every year. And it would be -- 6 well, if I -- if I took an airplane there, I probably 7 would be using about the same amount of gas either 8 way. But I'll tell you what, going to Europe is a 9 lot more fun. 10 And it's not nearly as healthy to drive. 11 I rode my bicycle here today, as you see. And so to 12 get around, you go shopping, that's what I do. I use 13 my bicycle for most of it. I go grocery shopping. I 14 pick up a good-size grocery sack and I can put one in 15 my backpack and I can carry that. 16 Also, that highway goes through a very 17 lovely valley. For many years that -- the San Juan 18 Valley in South Mountain Park, that area, the west 19 end of it was used as an area for photographers to do 20 whatever kind of photography, automobile, 21 motorcycles, models, any kind of photography. It's a 22 lovely place to photograph. And I've hiked in that 23 region a lot. I hate to see another highway, another 24 stinking highway in a place that really is lovely. 25 Watching the sunrise come up during</div></div><div>Page 16</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code Comment Document

1 winter go right up the Gila Valley or down the Gila
2 Valley in my case. It's absolutely gorgeous. I
3 don't like listening to the cars that are there now.
4 Having eight lanes of cars, that's just heinous.

5 Yeah, I -- I'm a member of the Sierra
6 Club also, but then again, I'm also a member of the
7 National Rifle Association. I am a conservative, but
8 I -- because of my personal history, I've been
9 educated in such a way to look at things a much more
10 global feel. And so when I look at the expansion of
11 ridership on highways, I realize that what we're
12 doing is we're taking it away from someplace else
13 that we could be doing that could probably be a lot
14 more effective. Rapid transit, trains. I look at
15 other cities.

16 I'm originally from one of the large
17 eastern cities and there they have rapid transit that
18 is just spectacular. I'm originally from Boston.
19 And I know a friend of mine, she takes the train to
20 go to work in Boston and it's very easy. She gets on
21 the train. She can work on the train while she's
22 commuting there and get a little bit of work done
23 while she's going to and from. And then when she
24 gets there, she's at work so she doesn't devote a
25 great deal of her personal time to getting from one

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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.

Code	Comment Document
	<div><div>1 place to another. If you're driving a car, you</div><div>2 better be watching the road.</div><div>3 And so, Lord knows we have an awful lot</div><div>4 of diversions while we're driving now, cell phones</div><div>5 and texting and digital billboards to interfere with</div><div>6 it. Are we going to have to live with that too out</div><div>7 there? I don't want to see that out there. I'm not</div><div>8 really against the highways that exist, but I think</div><div>9 that putting the money that we would put into that</div><div>10 into educating the people, that they could do a</div><div>11 better thing with their lives than sitting behind the</div><div>12 wheel of a car. Just a silly thing. I just -- I</div><div>13 don't see that. I couldn't see that for myself, and</div><div>14 fortunately I don't have to because when I first came</div><div>15 here, I knew where I was going to work and I said I'm</div><div>16 going to be living right there too. I told the</div><div>17 Realtor that I'm going to be within four miles of my</div><div>18 work, and that's the way it's been ever since I've</div><div>19 been here for 15 years.</div><div>20 When I was in California, I was stationed</div><div>21 at Travis Air Force Base and I used to commute by</div><div>22 bicycle there eight and a half miles. It was a</div><div>23 lovely ride because it was out across the fields and</div><div>24 you see the cows and you see the hills and all that</div><div>25 going to work. It was wonderful.</div></div> <div>Page 18</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response

Code	Comment Document
	<div><div></div><div><div>1 If we did that sort of thing, we would be</div><div>2 able to cut down the amount of cardiovascular disease</div><div>3 that we have, we would reduce Alzheimer's. All these</div><div>4 terrible diseases. We would do away with all of</div><div>5 that. We could eliminate a lot of these diseases, or</div><div>6 decrease them certainly. Guess I can't think of</div><div>7 anything else.</div><div>8 MS. KEENAN: Erika Keenan, E-r-i-k-a</div><div>9 K-e-e-n-a-n, Laveen, Arizona. I took time off from</div><div>10 work today to come down to speak, and I said my three</div><div>11 minutes, and I was cut off at my three-minute mark.</div><div>12 I understand why rules are in place, but the panel</div><div>13 had been sitting there for at least 20 minutes with</div><div>14 no one to speak, and I was the only one next in line</div><div>15 to speak, so I'm not sure why they couldn't have</div><div>16 given me the courtesy of letting me finish what I had</div><div>17 to say, especially since we're taking our personal</div><div>18 time to come down and say this and there was nobody</div><div>19 else around. Thank you.</div><div>20 UNIDENTIFIED SPEAKER: We live on Pecos</div><div>21 Road on the street right there, and it's right next</div><div>22 to, you know, where the highway would be or -- and on</div><div>23 the other side of that would be the Indian</div><div>24 reservation where they're struggling to come to a</div><div>25 decision. And I've lived there for about nine years,</div></div></div> <div>Page 19</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response

Code	Comment Document
	<p>From: Sierra Club on behalf of Henry Harding To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Wednesday, July 24, 2013 6:39:37 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>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>In talking with one of the transportation personnel at the meeting downtown he said that in the next ten years the expenses of transportation are greatly going to change from 70% to roads and 30% for mass transit to 30% for roads and 70% for Mass Transit. If this is the case we would be throwing my money into something that is going to be obsolete before it is finished. It would be far wiser to put that money now into mass transit.</p> <p>I come from one of those big back eastern cities Boston. Look at the problems they are still having with gridlock after spending billions of taxpayers dollars to undo what the great minds of the 60's thought was going to be a the wave of the future having a big highway run through the middle of the most congested part of the city. All the while the rapid transit was getting the job done of moving hundreds of thousands to millions of people every day to and from work and home. Their mass transit is just one example of how necessary mass transit is to any city with a mind to grow and become a major player in the world market of cities. Phoenix is bigger than Boston. Every major city in the world has a mass transit system. Look at Europe as another example, Japan, Russia. In Japan you cannot drive effectively anywhere. They have cars, but if you want to go somewhere you take the train or you fly. Often you have to take a ferry because of the landscape.</p> <p>The proposed freeway solves little and damages a lot. 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</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	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	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>
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	<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>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. Henry Harding 304 W Coolidge St Phoenix, AZ 85013-2713 (602) 279-6250</p>
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Code	Issue	Response
9	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

1

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 3:50 PM
CALLER: JEAN HARLAN	CALLER ADDRESS: 2547 EAST ANTON LANE, PHOENIX, ARIZONA
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:
I support the freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
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From: [Projects](#)
To: [ADOT](#)
Subject: FW: Loop 202 extension
Date: Friday, June 28, 2013 9:07:00 AM
Attachments: [image001.png](#)

Thank you,
Matthew Eberhart
Community Relations Officer

1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
[azdot.gov](#)

The logo for ADOT Communications, featuring the letters "ADOT" in a stylized font with a red underline, and the word "Communications" in a smaller font below it.

From: Harris, Jim (MCOE) [<mailto:Jim.Harris@Honeywell.com>]
Sent: Friday, June 28, 2013 7:39 AM
To: Projects
Subject: Loop 202 extension

I am a bike rider and live in Ahwatukee because of the isolation from the extreme traffic of Phoenix. We do not need this freeway. I commute (car) everyday to downtown Phoenix and I don't see a problem. Freeway traffic is fine except for the number of trucks that have been causing many accidents of late. The extension will become a eye sore for our community as it will become a truck bypass contributing to more traffic and noise. I don't think that was the original intent of the Freeway. It needs to be built somewhere else if it is to be a truck bypass. Maybe through south side of Estrellas or something similar.

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

Code	Issue	Response
1	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	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.
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	Alternatives	The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other “loop” freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. The State Route 85/Interstate 8 Alternative was evaluated for the proposed project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.

Code	Comment Document
1	<div>Angela Harris<div>Document Created: 7/5/2013 5:41:53 PM by Web Comment Form</div></div> <p>Clearly this proposed South Mountain Loop severely impacts a sovereign group of people who depend on this Muhadag Do'ag or Southern Mountain Range for their very survival. Without this sacred place intact, they lose their cultural identity and very existence. This proposed plan would therefore be a pre-empted attempt at ethnic cleansing. White people in America have already done so much to cripple and kill Native people who inhabited this land before we occupied it. How can you argue that this proposed project would not impact cultural resources in a total and unacceptable way? These are people's LIVELIHOODS on the line. They have had to endure enough already. The impacts are unacceptable because they would cause cultural obliteration.</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.

Code	Comment Document
1	Roger Hart Our comment is for a NO BUILD of the 202 South Mountain freeway due to environmental and crime reasons. Roger
2	

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	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

From: [Projects](#)
To: [ADOT](#)
Subject: FW: Loop 202 South Mountain Freeway Study
Date: Monday, July 15, 2013 2:03:42 PM
Attachments: [image001.png](#)

Thank you,
Matthew Eberhart
Community Relations Officer

1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060

[azdot.gov](#)

The logo for ADOT Communications, featuring the letters "ADOT" in a stylized, bold font with a green and blue gradient, and the word "Communications" in a smaller, black font below it.

From: Jeanne Hart [mailto:mondayitisnomore@cox.net]
Sent: Monday, July 15, 2013 2:02 PM
To: Projects
Subject: Loop 202 South Mountain Freeway Study

LOOP 202 SOUTH MOUNTAIN FREEWAY STUDY

Reasons for a “**NO BUILD OPTION**” of the Loop 202 South Mountain Freeway are as follows:

1. The highway will become the CANAMEX Highway from Mexico to Canada which will allow the transport of hazmat materials through our community. Chemicals such as sulfuric acid, gasoline, and especially chlorine gas would be disastrous. Evacuation would be extremely difficult and would have a health and death impact. In order to mitigate this catastrophe shelters would have to be built in the community. An accident on the highway is all that is needed for the release of these toxic chemicals. Let alone that the tax payers would be responsible for the cleanup.
2. The highway is all about moving trucks through the valley from Mexico. They use high sulfur diesel fuel which is not allowed to be sold in this country.
3. The highway will create dangerous air pollution due to transportation exhaust which is known to cause cancer. The Ahwatukee Foothills is at present one of the least polluted communities in the valley.
4. ADOT spent \$43,000,000 buying property along only one route (59th Ave.) since 1988, and not any other route. This shows bias toward their opinion of the proposed route. The study and legal process should have been concluded before the purchase of property. They violated this legal obligation.
5. Use of 2005 data in the study is not valid any longer. They did not use the most current, updated and scientific data that is required by law. What about

Code	Issue	Response
1	Purpose and Need	The proposed freeway would not be part of the CANAMEX Corridor. The locally-preferred CANAMEX Corridor is to follow Interstate 10 from Tucson to Interstate 8 near Casa Grande, Interstate 10 west to State Route 85 near Gila Bend, State Route 85 north to Interstate 10 northwest of Buckeye, Interstate 10 west to Wickenburg Road, Wickenburg Road to Vulture Mine Road west of Wickenburg, and then connect with the planned US 93/US 60 Wickenburg Bypass. Additionally, the proposed freeway would not offer shorter travel times. The CANAMEX Corridor's proposed routing avoids any congestion associated with the Phoenix metropolitan area (see Final Environmental Impact Statement page 3-64). Recent studies completed by the Maricopa Association of Governments, including the Interstate 10/Hassayampa Valley Roadway Framework Study and the Interstates 8 and 10/Hidden Valley Transportation Framework Study, have further defined the long-range planning for the CANAMEX Corridor in Arizona.
2	Hazardous Materials	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Purpose and Need, Truck Bypass	
4	Trucks	
5	Air Quality	
6	Health Effects	
7	Alternatives	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.
8	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.


Code	Comment Document
9	<p>omission of fact.</p> <ul style="list-style-type: none">• “Due Process” was not afforded to the community by way of asking questions and getting answers. The technical substantiated information of the Environmental Impact Study was not provided at the libraries as promised.• Property devaluation is expected to be about 30%. This is an upscale community and the devaluation in property would significantly affect the state real estate revenues. The character of the neighborhood would change.• It would disrupt schools, churches, personal property and the lifestyle of the Foothills residents. Some schools and churches that the community attend are now in jeopardy of being destroyed. The children who attend the remaining schools, churches and the YMCA would suffer an environmental impact because of the close proximity to the highway.• The constant noise of the traffic would go against the reason citizens purchased property in the Foothills in the first place.• Crime is a real concern for those living here in this peaceful, quiet community and the appeal would be destroyed. More police presence would be required putting a burden on the state <p>Jeanne Hart</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	Public Involvement	<p>During the day-long public hearing and public forums, participants had the opportunity to watch a video describing the study, review study information, talk to project team members, and provide comments. Project team members were stationed throughout the meeting rooms to answer questions and offer assistance.</p> <p>The Draft Environmental Impact Statement was available at libraries throughout the Study Area. The technical reports were available upon request from the Arizona Department of Transportation.</p>
10	Economics, Socioeconomics	<p>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.</p>
11	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 page 4-91).</p>
12	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>
13	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>
14	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

From: [Projects](#)
To: [ADOT](#)
Subject: FW: loop 202 South Mountain Freeway Study
Date: Monday, July 15, 2013 2:11:01 PM
Attachments: [image001.png](#)

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


From: Roger Hart [mailto:dunnybudgie@cox.net]
Sent: Monday, July 15, 2013 2:10 PM
To: Projects
Subject: loop 202 South Mountain Freeway Study

LOOP 202 SOUTH MOUNTAIN FREEWAY STUDY

Reasons for a “**NO BUILD OPTION**” of the Loop 202 South Mountain Freeway are as follows:

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- The highway is all about moving trucks through the valley from Mexico. They use high sulfur diesel fuel which is not allowed to be sold in this country.
- The highway will create dangerous air pollution due to transportation exhaust which is known to cause cancer. The Ahwatukee Foothills is at present one of the least polluted communities in the valley.
- ADOT spent \$43,000,000 buying property along only one route (59th Ave.) since 1988, and not any other route. This shows bias toward their opinion of the proposed route. The study and legal process should have been concluded before the purchase of property. They violated this legal obligation.
- Use of 2005 data in the study is not valid any longer. They did not use the most current, updated and scientific data that is required by law. What about omission of fact.
- “Due Process” was not afforded to the community by way of asking questions

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3	Purpose and Need	
4	Trucks	
5	Air Quality	
6	Health Effects	
7	Alternatives	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.
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10	<p>and getting answers. The technical substantiated information of the Environmental Impact Study was not provided at the libraries as promised.</p> <ul style="list-style-type: none">Property devaluation is expected to be about 30%. This is an upscale community and the devaluation in property would significantly affect the state real estate revenues. The character of the neighborhood would change.It would disrupt schools, churches, personal property and the lifestyle of the Foothills residents. Some schools and churches that the community attend are now in jeopardy of being destroyed. The children who attend the remaining schools, churches and the YMCA would suffer an environmental impact because of the close proximity to the highway.The constant noise of the traffic would go against the reason citizens purchased property in the Foothills in the first place.Crime is a real concern for those living here in this peaceful, quiet community and the appeal would be destroyed. More police presence would be required putting a burden on the state <p>Roger Hart</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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10	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.
11	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).
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Code	Comment Document
1	<div><div>Chad Hartley</div><div>Document Created: 5/21/2013 1:58:11 PM by Web Comment Form</div><div>I travel from 32nd and the 10 to the east valley. The I10 at the broadway curve is a dangerous rout due to the high volume of traffic that the Interstate sees every morning and afternoon. There have been several 18 wheeler accident at the Broadway bend that have shut down the interstate. Please build the new 202 loop to ease the congestion and give Arizonans jobs.</div></div>

Code	Issue	Response
1		Comment noted.

Code Comment Document

4344

1 (Comments made by public members to the court
2 reporter as follows:)

3

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.

7 I believe the Broadway Curve to be dangerous
8 due to high congestion that it sees in the morning and
9 the afternoon.

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.

15 Thank you so much for your time.

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.

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

Page 2

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

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div>4383</div> <div><div><div>1McDowell, which in an emergency would be really far.</div><div>2Let's see, we have heard that other people would</div><div>3move in like a movie theater and shops and restaurant</div><div>4owners, as well as the hospital if the 202 went in. The</div><div>5only way for our rooftops -- right now we're at 40</div><div>6rooftops, we need 50 for those people to start coming in.</div><div>7If the 202 was built, Ahwatukee would then be counted as</div><div>8a rooftop because they're so close, they're within our</div><div>9mile range. That would make a huge difference to our</div><div>10area economically.</div><div>11I'd also love to see if the 202 gets built, the</div><div>12sound barriers to be built nicely and maybe represent</div><div>13Laveen in some way. I'm an artist and I would love to</div><div>14even donate my time to create artwork that would go onto</div><div>15the sound barriers and to have possibly hiking trails or</div><div>16some kind of bike trails that follow the 202, because we</div><div>17have that South Mountain so beautiful right there and</div><div>18just to keep more trails and parks. Thank you for your</div><div>19time.</div><div>20THE FACILITATOR: Thank you.</div><div>21Chad Hartley.</div><div>22MR. HARTLEY: First I want to say thank you for</div><div>23the opportunity to be able to voice opinions, we</div><div>24appreciate that.</div><div>25Second, I'm a daily commuter of the Broadway</div></div><div>Page 36</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Comment Document
1	<div><p>1 curve. At times it's -- well, every morning and every</p><p>2 afternoon it's nearly a parking lot. I would very much</p><p>3 appreciate -- well, I believe it's also a bit of a</p><p>4 hazard, there's been several accidents on the 10 recently</p><p>5 that have shut down the 10. Having other means to</p><p>6 commute around that would definitely be beneficial.</p><p>7 And also, the economic impacts that come along</p><p>8 with a new freeway, property values go up and the person</p><p>9 before me just mentioned the social and economic impact</p><p>10 for Laveen would be enormous, so I support the</p><p>11 construction of the 202. Thank you again for your time.</p><p>12 THE FACILITATOR: Thank you.</p><p>13 Tiffany Sprague.</p><p>14 MS. SPRAGUE: It's so quiet in here, it's a</p><p>15 little intimidating to walk up to.</p><p>16 Good afternoon, my name is Tiffany Sprague and</p><p>17 I'm a resident of Phoenix, and I'm very strongly opposed</p><p>18 to the South Mountain freeway. I urge ADOT to select the</p><p>19 no-action to this project. ADOT must begin looking</p><p>20 towards real solutions for our transportation needs and</p><p>21 this freeway is not it. This is more than evident by our</p><p>22 increasingly congested roads and freeways. Widening</p><p>23 routes and building new ones only provide short-term</p><p>24 relief. More vehicles will soon fill these uncongested</p><p>25 areas.</p></div> <div><p>Page 37</p><p>Driver and Nix Court Reporters - (602) 266-6525</p><p>www.drivernix.com</p></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div>1</div><div>2</div><div>3</div><div>4</div><div>5</div><div>6</div><div>7</div><div>8</div></div><div><div><div>Nissa Hartman</div><div>Document Created: 7/24/2013 1:48:13 AM by Web Comment Form</div></div><div><div>I am against the extension of the 202 Freeway through South Mountain. As an Ahwatukee citizen, I love the view, and love hiking the mountain trails. This will end once a freeway is cut into it. I have friends who will be displaced and surely will not be able to find homes in the area once their land is taken. Also, all of the Kyrene schools on Liberty Lane will be right next to the freeway ramps. This cannot be safe for children or conducive to students' educations.</div><div>I also feel that instead of lessening traffic, it will promote more. Long distance trucks will have a new favorite route from Mexico/El Paso/wherever.. The cons far outweigh the pros in this case. Please don't let this project continue!</div></div></div></div>

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	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	Acquisitions and Relocations	
4	Neighborhoods/Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
5	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	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.
7	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.
8	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
	<div><div><div><div><div></div><div>From: Michael Hartman</div><div>To: Projects</div><div>Subject: South mountain freeway 202</div><div>Date: Tuesday, July 23, 2013 9:50:49 PM</div></div></div></div></div>
1	I'm concerned the DEIS of the South Mountain Freeway does not take into account the increased amount of truck traffic coming from Mexico and travelling through south mountain area. The current truck bypass of Phoenix (I-8 to state 85 to I-10) was built to carry this traffic and pollution away from Phoenix. If the 202 extension is built, it will be 50 miles shorter for trucks to use the new freeway, thus increasing truck traffic. The DEIS does not address this increased pollution caused by these trucks fueled with diesel that has no regulation requirements in Mexico. Also, hazardous material truck traffic using the nearly barren state 85 is preferable to it flowing along a densely populate area like Ahwatukee.
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45	I'm also concerned about the path that it takes cutting through South Mountain, which has sacred status among the Native Americans living in the area. We really should avoid taking more of their sacred ground for our a bleak freeway.
6	I would ask why do we mostly build roads to solve our transportation issues? Wouldn't that money be better spent developing some sort of mass transit system along the freeways currently built? We already have air pollution issues, I would think we need to address that more than making it worse with more roads.
7	I oppose building the freeway because of the above items. I would hope the AZDOT reconsiders the plan and decides to not build the freeway. Michael Hartman 729 E Mountain Sky Ave Phoenix, AZ, 85048

Code	Issue	Response
1	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.
2	Air Quality	
3	Hazardous Materials	
4	Cultural Resources	
5	Section 4(f) and Section 6(f)	
6	Alternatives, Nonfreeway Alternatives	
7	Alternatives, No-Action (No-Build) Alternative	

Code	Comment Document
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Code	Issue	Response
1		Comment noted.

Code	Comment Document
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Code	Issue	Response
1		Comment noted.

Code		Comment Document	
TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE			
INCOMING CALL DATE: 5/19/13		INCOMING CALL TIME: 5:47 PM	
CALLER: TED HAYES		CALLER ADDRESS: 2507 EAST PEPPER RIDGE, PHOENIX, AZ 85032	
PHONE:		EMAIL:	
CALLER REMARKS/QUESTIONS: I'm in support of the South Mountain Freeway. Thank you.			

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	1 but it's not very professional. So do you want me to just
2	2 speak?
	3 COURT REPORTER: Yeah, that would be fine.
	4 MR. HAYES: Okay. So my concern is that the
	5 202 highway construction plan will become a Camex truck lane
	6 freeway, with truck -- truck traffic from Mexico to Canada.
	7 And, even though they're supposed to be on Highway 8, they will
	8 certainly use this truck route. And the toxins from that truck
	9 traffic, on top of the good of a commuter highway, is going to
	10 create a more toxic environment than is addressed in the
	11 Environmental Impact Study. No counts of Mexico truck traffic
	12 is being considered here, but this will be the truck route.
	13 This will negatively impact our families and our
	14 community, not only demolishing roads and highways that
	15 currently exist -- like Pecos, which is a commuter route for
	16 most of us -- it will destroy our homes and tear down homes and
	17 build walls and that kind of thing.
	18 Increased noise; increased lights, 24/7; and, most
	19 importantly, increased toxins, specifically benzine. So
	20 benzine is already above the EPA level on the Indian community
	21 and in the foothills. But it's not studied because there's no
	22 EPA sensor there. So, when you look at this study, it doesn't
	23 address the levels of toxicity currently in Ahwatukee Foothills
	24 and in the Indian community because it's not required to be
	25 part of the study.
Page 5	
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	Trucks	
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	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	Noise	
6	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).
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.

Code	Comment Document
7 8 9	<p>1 Dust particulate levels have gotten worse in the</p> <p>2 last year and a half. And certainly building a highway and</p> <p>3 having truck traffic and the construction phase will cause the</p> <p>4 dust particulates to be even worse and, kind of, get trapped by</p> <p>5 the mountains. That's a concern.</p> <p>6 And all of this level of toxins and dust will flow</p> <p>7 into the backyard of these residents who live in Ahwatukee.</p> <p>8 We've got an elderly retiree population. We have children.</p> <p>9 And people are not really thinking through being within a half</p> <p>10 a mile or even 50 feet of a highway, how bad that's going to</p> <p>11 affect people's health.</p> <p>12 And environmental studies that don't study a</p> <p>13 projection of these particulates -- benzine, dust, and asthma</p> <p>14 effects on children -- is flawed, period.</p> <p>15 And then the counterargument is: Well, highways</p> <p>16 are built all across America. Don't worry. Be happy.</p> <p>17 Talk to the medical professionals in Phoenix.</p> <p>18 Children have more and more asthma. And they're learning</p> <p>19 ability, the disability in learning, is being affected by the</p> <p>20 particulates that they're breathing in. So we're in a very</p> <p>21 toxic, toxic environment. And a highway is going to make this</p> <p>22 considerably worse.</p> <p>23 Unregulated trucks from Mexico, that have no</p> <p>24 emission standards, is a huge concern for me. If we can ban</p> <p>25 the truck traffic from Mexico, so be it.</p>
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710	
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Page 6	
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Code	Issue	Response
8	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).
9	Air Quality	<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>
10	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
1	<p>1 Everybody knows this is a truck transport. They've</p> <p>2 built depots in Laveen. There's going to be truck stops built.</p> <p>3 I'm listening to people today talk about commercial development</p> <p>4 to build truck stops south of the freeway on leased land. We</p> <p>5 have politicians who own 75 acres of leased land rights, that</p> <p>6 will develop the property the minute this is approved. That's</p> <p>7 a conflict of interest, okay? And not really knowing the final</p> <p>8 design phase yet -- and I know that's premature -- does impact</p> <p>9 the environment.</p> <p>10 A couple of other concerns: Building new retaining</p> <p>11 walls or obstruction walls is going to affect the view of our</p> <p>12 desert community. Blasting and the destruction of three ridges</p> <p>13 of South Mountain and taking out two to four million cubic feet</p> <p>14 of rock, dirt, and dust is unheard of in Phoenix. No highway</p> <p>15 has ever done that. So the plea is to get away from blasting</p> <p>16 through the ridges of the mountains.</p> <p>17 And, again, I just want to stress: This will</p> <p>18 become the new truck route for Camex America. This is an</p> <p>19 American truck route that does transportation of chemicals,</p> <p>20 tanker trucks full of chemicals going back and forth. Most</p> <p>21 cities in America have pushed that truck traffic out 20 to</p> <p>22 30 miles away from the city, not two miles, three miles north</p> <p>23 of downtown, one or two miles from where residents live.</p> <p>24 So, if there is a spill, there will be no</p> <p>25 recovering from the disaster, especially benzine. If a</p> <p>Page 7</p> <p>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
11	Visual Resources	For most of the alignments of each of the action alternatives, the proposed freeway would be elevated above the natural grade of the surrounding land. This elevated profile would allow noise to carry farther, creating noise impacts at greater distances from the freeway. Depressing the profile of the freeway below grade might reduce traffic noise levels adjacent to depressed sections. However, it would be necessary to also construct at-grade noise barriers to achieve noise reduction goals at receiver locations adjacent to depressed freeway sections (see page 4-91 in the Final Environmental Impact Statement). This strategy would reduce visual impacts associated with high noise barriers on elevated freeways, but would entail ground-level noise barriers and their associated interference with views. Thus, with either approach to noise reduction, views of nearby mountains could be disrupted. The specific impacts would depend on sightlines that would be determined by the height of any noise barriers constructed, the intervening topography, and the distance of the barriers from the residences in question.
12	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.
13	Hazardous Materials	

Code	Comment Document
14	<div>1 benzine-truck-spill accident happens, this is going to drift</div> <div>2 into this major residential area, and there will be a crisis.</div> <div>3 There will be no question about it.</div> <div>4 The other concern I have is increased-volume</div> <div>5 traffic. Okay? It's rumored to be more traffic than the 101.</div> <div>6 The Environmental Impact Study needs to take counts from last</div> <div>7 month's current foot traffic, car traffic, and project more</div> <div>8 accurately the true traffic volume for residential cars and</div> <div>9 trucks. And I think they've done a fair job at estimating</div> <div>10 that, but they're not realistic in their projections.</div> <div>11 Also, ADOT and MAG, the history of them project --</div> <div>12 projecting and estimating is very poor. They're not accurate</div> <div>13 on their estimates. Go back 20 years; they've misestimated</div> <div>14 pretty much everything that they've tried to attempt to -- to</div> <div>15 estimate.</div> <div>16 I do applaud them for trying to do that, but let's</div> <div>17 not disguise this for what it really is. This is not a</div> <div>18 commuter route to get to downtown.</div> <div>19 So the other thing, just for the environmental</div> <div>20 side, is destroying park lands. That should be a common good,</div> <div>21 a thing that we should not sacrifice. There are petroglyphs in</div> <div>22 these areas of South Mountain. I don't know how and why people</div> <div>23 can't see that, when all the local residents know where they</div> <div>24 are.</div> <div>25 Destruction of wildlife. Destruction of endangered</div> <div>Page 8</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

Code	Issue	Response
14	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.
15	Purpose and Need	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.
16	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.
17	Biology, Plants, and Wildlife	

Code	Comment Document
18 19	<p>1 cactus, which we're supposedly not supposed to touch. The</p> <p>2 subdivision wells will be impacted, and drainage. Subdivision</p> <p>3 wells, retention wells, and wells for community water park --</p> <p>4 water lakes and features, and impact to draining.</p> <p>5 The other issue we have is local traffic. In my</p> <p>6 subdivision, it will be impacted because we have no exit, no</p> <p>7 on ramp. So, right now, we drive down Pecos to get out of our</p> <p>8 subcommunity because we're -- we're landlocked.</p> <p>9 The biggest concern is health issues for kids and</p> <p>10 elderly due to the increased toxins: dust particulates that</p> <p>11 this project will cause during the construction phase, as well</p> <p>12 as afterwards.</p> <p>13 And someone needs to really look at growth, 2015 to</p> <p>14 2020, for the traffic impact and the environmental impact of</p> <p>15 this highway. It's nice that they used old statistics. But,</p> <p>16 if you project the City of Phoenix growing, even at a rate of</p> <p>17 5 percent per year in population, which is conservative, this</p> <p>18 highway will have that growth on top of its current</p> <p>19 projections. And this is all, kind of, understated in the</p> <p>20 Draft Environmental Impact Study.</p> <p>21 So, again, we're strongly opposed to it because, if</p> <p>22 we lose the federal matching funds -- because our air quality</p> <p>23 is in violation last year; and currently, in 2013, we're in</p> <p>24 violation of air quality standards -- the EPA says it will pull</p> <p>25 the \$1 billion federal matching highway funds.</p>
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Code	Issue	Response
18	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.) Drainage studies have been conducted; culverts would be maintained, and new culverts would be installed to maintain flows under the freeway (see Final 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 Prevention Plan would also help minimize runoff.
19	Surface Water	Flood protection levels are dictated by the design class of the highway. In the case of the proposed South Mountain Freeway, it is designated as a Class I. Therefore, flood protection levels would be designed to the 50-year (storm) level. However, as a standard Arizona Department of Transportation practice, the floodwaters developing upstream of the culvert entrance would be reviewed at the 100-year level to ensure "headwaters" do not adversely affect existing properties. (See Final Environmental Impact Statement page 4-102.) All bridges on major waterways such as the Salt River are designed to maintain minimum water surface elevations at the 100-year level for flood levels and built to structurally withstand the superflood, a flood expected only once in 500 years.
20	Traffic	The E1 Alternative would affect the existing local street network. Approaches for reconfiguring the local street network include removing streets, constructing new streets, constructing the proposed freeway over existing streets, or dead-ending existing streets. Final design of local streets would be coordinated with emergency service providers, local jurisdictions, and other appropriate agencies and would continue through final design stages. See Final Environmental Impact Statement Figure 3-33, on page 3-57. In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system, including the shift of access to Foothills Reserve and Calabrea from Pecos Road to Chandler Boulevard. The City study found no adverse effects on the local street system from the freeway (see Appendix 3-1 in the Final Environmental Impact Statement).

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

Code	Issue	Response

Code

Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 3:41 PM
CALLER: RICHARD HAYNES	CALLER ADDRESS:
PHONE:	EMAIL: HAYNESRS1@COX.NET

CALLER REMARKS/QUESTIONS:

I strongly support the building of the road between around the back side of South Mountain. Bye

1

Code	Issue	Response
1		Comment noted.

Code

Comment Document

1

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 6/11/13	INCOMING CALL TIME: 4:26 PM
CALLER BRENDA HEATON	CALLER ADDRESS: 9729 W. OAKRIDGE DRIVE, SUN CITY, ARIZONA
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:
Yes, and I do support this freeway expansion and feel like it needs to go through. Thank you.

Code	Issue	Response
1		Comment noted.

Code

Comment Document

From: [Projects](#)
To: [ADOT](#)
Subject: FW: South Mountain Freeway
Date: Thursday, May 16, 2013 10:13:00 AM

From: Donald Heckhaus [mailto:dheckhaus@yahoo.com]
Sent: Thursday, May 16, 2013 10:06 AM
To: Projects
Subject: South Mountain Freeway

When will this project ever begin?.

We are going on 20 Years now since it was first approved, GOOD GRIEF !

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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 9:36:14 AM</p> <hr/>
	<p>From: Donald Heckhaus [mailto:dheckhaus@yahoo.com] Sent: Monday, May 13, 2013 1:48 PM To: Projects Subject: South Mountain Freeway</p> <p>Folks;</p> <p>I just do not see why the hold-up.</p> <p>The project was first approved, by the Public, in 1984!</p> <p>Funds were approved , by the Public, in 2004.</p> <p>We need this High Quality Mobility NOW!</p> <p>simple !</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

From: [Projects](#)
To: [ADOT](#)
Subject: FW: South Mountain Freeway
Date: Monday, May 20, 2013 8:31:51 AM

From: Donald Heckhaus [mailto:dheckhaus@yahoo.com]
Sent: Saturday, May 18, 2013 8:17 AM
To: Projects
Subject: South Mountain Freeway

WHY IS IT TAKING SO LONG, 30 YEARS IS RIDICULOUS?

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Code	Issue	Response
1		Comment noted.

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Code	Comment Document
	<div>4250</div> <div><div><div>1</div><div>THE FACILITATOR: Thank you, Mr. Tracy.</div></div><div><div>2</div><div>MR. TRACY: -- the middle of Scottsdale,</div></div><div><div>3</div><div>which should be -- our population area should be the</div></div><div><div>4</div><div>arena. Thank you.</div></div><div><div>5</div><div>THE FACILITATOR: Thank you. If you have</div></div><div><div>6</div><div>additional feedback, we really encourage you to go</div></div><div><div>7</div><div>next door and speak with a court reporter.</div></div><div><div>8</div><div>Thank you, Mr. Tracy.</div></div><div><div>9</div><div>MR. TRACY: Thank you.</div></div><div><div>10</div><div>THE FACILITATOR: Our next speaker is Stan</div></div><div><div>11</div><div>Hemry.</div></div><div><div>12</div><div>MR. HEMRY: Hello.</div></div><div><div>13</div><div>THE FACILITATOR: Welcome, Mr. Hemry. You</div></div><div><div>14</div><div>have three minutes.</div></div><div><div>15</div><div>MR. HEMRY: All right. Thank you. On this</div></div><div><div>16</div><div>Environmental Impact Statement, I didn't see an</div></div><div><div>17</div><div>inclusion of it about the ecosystem that's in that</div></div><div><div>18</div><div>area and the watersheds coming from both the western</div></div><div><div>19</div><div>range of the South Mountains, and off the Estrella</div></div><div><div>20</div><div>Mountains, and I'd like to see more of that. I want</div></div><div><div>21</div><div>to know what systems will be impacted when a, you</div></div><div><div>22</div><div>know, like a carbon emitting bisection of that area</div></div><div><div>23</div><div>takes place. And there's no animal studies done as</div></div><div><div>24</div><div>to the migration patterns of the animals.</div></div><div><div>25</div><div>So I think this study is probably</div></div></div> <div><div>1</div></div> <div><div>2</div></div> <div><div>1</div></div> <div>Page 68</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

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	Surface Water	Flood protection levels are dictated by the design class of the highway. In the case of the proposed South Mountain Freeway, it is designated as a Class I. Therefore, flood protection levels would be designed to the 50-year (storm) level. However, as a standard Arizona Department of Transportation practice, the floodwaters developing upstream of the culvert entrance would be reviewed at the 100-year level to ensure “headwaters” do not adversely affect existing properties. (See Draft Environmental Impact Statement page 4-102.) All bridges on major waterways such as the Salt River are designed to maintain minimum water surface elevations at the 100-year level for flood levels and built to structurally withstand the superflood, a flood expected only once in 500 years.

Code	Comment Document
3	<p>1 incomplete, at best, and should be rejected by the</p> <p>2 community at large. It's clearly flawed and didn't</p> <p>3 cover all the right areas, and maybe they'll release</p> <p>4 other portions of it that we might have learned of</p> <p>5 later, but at least what they've currently released</p> <p>6 of it, it seems like these are [unintelligible].</p> <p>7 Also, separate the hospital from the</p> <p>8 highway. Those people there deserve a hospital.</p> <p>9 Whether they have a highway or not should be a</p> <p>10 separate issue, but to connect the two together is</p> <p>11 like extortion. And I think the community deserves</p> <p>12 more than that. I feel like they live there, and</p> <p>13 there's 40,000 people that live there, they deserve a</p> <p>14 hospital. They shouldn't have to drive a long</p> <p>15 distance. They shouldn't have to have a highway in</p> <p>16 order to get one. I think that's the wrong approach</p> <p>17 to building communities. I think it's encouraging</p> <p>18 sprawl, and it's causing more destruction of our</p> <p>19 environment by taking away the desert, when we should</p> <p>20 be in filling and closing the highway, where</p> <p>21 population is decreasing in this area, right, it went</p> <p>22 from fifth to sixth place in the United States,</p> <p>23 Phoenix is now the sixth largest city in the United</p> <p>24 States. We don't need more highways. We need them</p> <p>25 closing, because we don't have the population to</p>
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Code	Issue	Response
3	Neighborhoods/ Communities	The analysis used to determine the possible purpose and need for the proposed action followed Federal Highway Administration guidance (see Draft Environmental Impact Statement Chapter 1). While the W59 Alternative 62nd Avenue Option was advanced for further study to avoid adverse impacts on historic properties and a planned hospital near Dobbins Road (see Draft Environmental Impact Statement, page 3-25, Figure 3-11), the planned hospital facility is not specifically cited as a factor in the proposed freeway's purpose and need.
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.
5	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
6	<div>1 support it.</div> <div>2 And then we should be rebuilding inner</div> <div>3 city, more around mass transit with no CO emissions,</div> <div>4 none, CO2 emissions, none. I mean, that should be</div> <div>5 our goal, right, 400 parts per million, we have</div> <div>6 already reached. So we should be lowering that.</div> <div>7 This highway thing is it such a mirage thing, that</div> <div>8 the voters of the County actually passed in 1985,</div> <div>9 when it had no specifics about the 202 in that</div> <div>10 passage of that. It was general funding for</div> <div>11 highways. Also, the five-year plan doesn't have</div> <div>12 anything to do with mass transit. Which, again, it</div> <div>13 doesn't impact the environment, but eventually it</div> <div>14 impacts everyone's health; it impacts everything</div> <div>15 around it. And I feel like the people in that area</div> <div>16 and the different parts of the city that live here</div> <div>17 don't need another CO2 emission. We need something</div> <div>18 that's a little bit more environmentally friendly and</div> <div>19 life-supporting and affirming, to keep the ecosystems</div> <div>20 intact and encouraging them to grow and, like,</div> <div>21 flourish; I think the people that live in that area</div> <div>22 are very, very, very lucky. It is a beautiful part</div> <div>23 of the city. It's probably as nice as Paradise</div> <div>24 Valley because of the scenery and the lack of</div> <div>25 connection to the highway. You know, that's a</div>
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Code	Issue	Response
6	Alternatives, Nonfreeway Alternatives	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
7	Air Quality	

Code	Comment Document
	<div><div></div><div><div>1 beautiful thing. And I wouldn't want to change it.</div><div>2 THE FACILITATOR: We'd like to remind you,</div><div>3 that there is -- we discourage applause.</div><div>4 MR. HEMRY: I don't. Sorry.</div><div>5 THE FACILITATOR: Our next speaker is</div><div>6 Patrice Herring.</div><div>7 Again, we welcome Patrice Herring.</div><div>8 We welcome Patrice Herring. No need to</div><div>9 run. Welcome, Ms. Herring. You have three minutes.</div><div>10 MS. HERRING: Hi, thank you so much for</div><div>11 being here today and allowing us to speak. I am a</div><div>12 native of Phoenix, Arizona, and a resident of Laveen.</div><div>13 I have been a resident of Laveen, my husband and I</div><div>14 bought a house nine years ago. And my brother had</div><div>15 already bought a house in Laveen, him and his family.</div><div>16 And then also my mother-in-law bought a house in</div><div>17 Laveen. And my parents ended up moving and buying a</div><div>18 house in Laveen. So there's quite a few of us who</div><div>19 live in Laveen. And one of the reasons we moved to</div><div>20 that area is because we were told that there was</div><div>21 going to be a freeway coming through and lots of</div><div>22 commercial businesses and things for our community.</div><div>23 My husband does live in Chandler, might I</div><div>24 add. Right now there's not a whole lot of things for</div><div>25 us in Laveen, which we definitely need. I live at</div></div></div> <div><div>Page 71</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Comment Document
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4329

1 MR. HEMRY: My name is Stan, S-t-a-n, and
2 my last name is Hemry, H-e-m-r-y, and my zip code is
3 85004. Okay. The myth of growth in the area that
4 we're trying to get for growth is completely false.
5 We have no projections for what we're currently going
6 through in economics. If they had projections for
7 this, we would be closing highways right now, not
8 opening more of them. The communities don't need
9 extra traffic if there's less people living in them.

10 We need to change our policies that are
11 not dictated by 1985 resolutions of whatever was
12 passed here in the state. They did not specifically
13 address the 202 in that 1985 passage money. It just
14 says generally highway funds for the county which is
15 fine, but meanwhile, we do not need to spend those
16 monies on this 202 project based on need for growth
17 or wanting more growth. Those things are fallacies.

18 And with the mention of the EIS report
19 and this person telling me that in that report it
20 talks about animal migration and then mitigating the
21 disturbance made by the highway by mitigating the
22 animals around it, I'm sorry, but that's still a
23 disturbance of the ecosystem. Mitigating for animals
24 does not fix the ecosystem's destruction. I don't
25 know if I made that clear, and so I had some more to

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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	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).
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.

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	<div>1 say on that subject because ecosystems are like</div> <div>2 intertwined little systems. And if one portion of it</div> <div>3 breaks down, like if some of the insects stop flying</div> <div>4 or some of the plants stop growing or some of the</div> <div>5 animals stop migrating, then it changes that</div> <div>6 ecosystem which to me appears to be pristine and</div> <div>7 surrounded by mountains on two sides, western edge of</div> <div>8 South Mountain and the eastern range of the Estrella</div> <div>9 Mountains that have no bisection at this point coming</div> <div>10 through. There's no connection to I-10 directly from</div> <div>11 that area. It is a beautiful part of town. The</div> <div>12 people that live there should be so lucky to not have</div> <div>13 another sprawling, you know, hospital-filled freeway</div> <div>14 coming through.</div> <div>15 And I cannot emphasize enough separating</div> <div>16 the hospital from the highway. Those people deserve</div> <div>17 good medical care available in their community</div> <div>18 regardless of whether a highway is built, but I</div> <div>19 definitely want to stress that growth is the wrong</div> <div>20 approach. They did not put projections down for what</div> <div>21 we're currently going through economically. So if</div> <div>22 they had been more accurate in their projections,</div> <div>23 maybe we could look to those as a reason to follow</div> <div>24 policies. But if they're inaccurate, which clearly</div> <div>25 they have been, then we need to readjust our plans to</div> <div>Page 12</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

Code	Issue	Response
4	Neighborhoods/ Communities	The analysis used to determine the possible purpose and need for the proposed action followed Federal Highway Administration guidance (see Final Environmental Impact Statement Chapter 1). While the W59 Alternative 62nd Avenue Option was advanced for further study to avoid adverse impacts on historic properties and a planned hospital near Dobbins Road (see Final Environmental Impact Statement, page 3-25, Figure 3-11), the planned hospital facility is not specifically cited as a factor in the proposed freeway's purpose and need.

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5

1 accommodate a smaller population, less car driving
2 people who don't have the money quite frankly to
3 drive and need mass-transit to get around. Those are
4 the priorities now, not from 1985 when they passed
5 this money and made it available. And that was based
6 on the myth that every time growth happens, it's
7 sustainable and we all should just expect it all the
8 rest of our lives which is clearly not right. Thank
9 you.

10 MS. SLAPKE: I just got a wake-up call.
11 They never told us that when they changed the
12 alignment from ten lanes to eight, that our house was
13 no longer in line of demolition. We were never
14 notified. We would have gotten out five, ten years
15 ago when they changed that, but none of the
16 homeowners, I know for a fact, none of us know this
17 because I know everybody on our entire street. We
18 weren't notified.

19 So here I sit and now I'm going to have a
20 wall right behind my house when we were anticipating,
21 okay, ADOT's going to have to buy our house. We'll
22 sit tight. There's nothing we can do. We've lost
23 all the value in our home, but at least we know
24 ADOT's going to buy our home. I just found out,
25 guess what, we're screwed. So put that into writing.

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Code	Issue	Response
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>From: Sierra Club on behalf of sue hennelly To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Wednesday, July 24, 2013 11:06:35 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>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.</p> <p>South Mountain Freeway would have incredible negative impacts on our communities. Air quality in the region would worsen over time. Who wants to live in that?</p> <p>South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. A freeway through a portion of this park, will inevitably destroy wildlife and habitat. Wildlife corridors will be cut off, valuable public spaces will be lost, and more. I do NOT promote setting this precedent.</p> <p>Please protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</p> <p>Sincerely,</p> <p>Mrs. sue hennelly 2264 E Desert Cove Ave Phoenix, AZ 85028-2409</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	<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	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	Biology, Plants, and Wildlife	
5	Section 4(f) and Section 6(f)	

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	<p>to use the longer route, so it is entirely likely all these trucks would come through Phoenix, negating the whole bypass strategy and negating a public policy decision. By completing the South Mountain Freeway, this would all be negated, but the reversal of this public policy decision is never mentioned in the DEIS.</p>
2	<p>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. In Arizona, the law was changed to allow only diesel fuel to be sold that has had 98% of the sulfur removed. This was another part of the strategy to bring Maricopa County into compliance with the particulate matter standards required by the Clean Air Act (CAA).There was extensive modeling of the effect of adopting the CARB diesel standards and a discussion of this at the Arizona legislature, where it passed, so the data is in government hands. Also, we know exactly the number of trucks arriving from Mexico and their destinations in the US, so this is data that is available for the DEIS. And again, the reversal of this public policy decision is never mentioned in the DEIS.</p>
3	
4	<p>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, chronic obstructive pulmonary disease, heart disease, stroke, premature death, and other adverse health impacts.</p>
	<p>2) Air Toxics Already a Crisis but Not Mentioned</p>
5	<p>In 2005, there was 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 of these chemicals are attributed to "mobile sources," or vehicular traffic burning hydrocarbons.</p> <p>Obviously, adding more vehicular traffic emissions by building a freeway where there had not been one would add to this toxic burden.</p> <p>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 simply not true. The cancer risk standards have been promulgated and published by EPA after extensive research and study, and they are well-known.</p>
	<p>3) Risks from Hazardous Materials Transportation Incidents Due to the SMF</p>
6	<p>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 SMF, and in doing so they have consistently voiced concerns regarding the additional problems with hazmat response in the affected area. Ahwatukee Foothills has its own unique layout and design, sometimes characterized as a large cul-de-sac, and in the event of a hazmat incident requiring shelter in place, or especially involving evacuation, there would be particular problems and risks. Due to the proximity of schools, parks, and other public facilities, there would have to be extensive planning and drills for shelter in place and evacuation, an assessment of the types and amounts of hazmat traffic and the chemicals involved, and much more. 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>
7	<p>The data about the types and amounts of hazmat on the highways is collected and analyzed periodically by the Arizona State Emergency Response Commission using federal funds, in something called a Commodity Flow Study, which also includes hazmat moved by rail. So an agency of the state</p>

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	Air Quality	<p>Assessment of mobile source air toxics is presented in the Draft and Final Environmental Impact Statements beginning on pages 4-68 and 4-77, respectively, 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</p> <p>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 5 continues on next page)

Code	Comment Document
	government has this information. In a real DEIS, the analysis of this data is common.
6	But there is nothing in the DEIS that even mentions the hazmat transportation and associated risks! This raises many issues, from the \$20 million spent on this deficient study, to the scoping for the DEIS that was designed to restrict citizen input rather than allowing and encouraging it, to the blatant ignoring of actual, well documented statements of these concerns by citizens.
8	Hazardous Materials has been mostly limited in the DEIS to a discussion of hazardous materials that might be encountered in the soils during construction. Yet, despite this alleged concern, the fact that the proposed path of the freeway crosses contaminated property near Interstate 10 near 55th Avenue is neither mentioned nor examined, much less the financial liability the taxpayers might be assuming by purchasing the contaminated property. That would certainly be an economic impact.
	4) More Air Quality Issues: The Straw That Broke the Camel's Back
3	The portion of Maricopa County that is characterized as 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 every possible delay and postponement allowed under the CAA to come up with a plan to meet regulatory levels of particulate matter have now been exhausted. So, currently, EPA is examining sanctions that include blocking a billion dollars in highway funds. The Arizona Department of Environmental Quality has tried to explain away the several exceedances of the PM standards in the last year or so by blaming it on dust storms and weather-related problems. However, independent experts who have reviewed the data don't believe it was all related to weather.
9	Almost every one of these PM exceedances have been detected at the air quality monitor at 43rd Avenue and Broadway Road. The placement of a freeway about a mile to a mile and a half upwind from a monitor that has had all these high levels seems foolish and short sighted. And of course, the impacts and risks of this are not examined in the DEIS. Nor does the DEIS examine the dust that would be kicked up during the construction phase, when thousands of tons of dirt would be moved around upwind of the monitor. The proposed path of the South Mountain Freeway would take it over the Salt River bed. To construct the bridges would involve extensive earthmoving. Also, blasting South Mountain would also release enormous amounts of dust (PM), and the natural wind currents and prevailing wind patterns would push this PM toward the air monitor at 43rd Avenue.
3	The South Mountain Freeway could therefore be the most expensive freeway ever built. Not only the construction costs, and the \$20 million already spent on the bogus DEIS. To top it off, there would be the loss of the billion dollars in highway funds. This is a gift that keeps on giving, or taking, as there would be subsequent billions lost through the years due to PM exceedances.
	5) Traffic Congestion Issues at West I-10 Junction
10	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 is already more than extreme. Yet there is no mention in the DEIS of the cumulative impacts and effects of traffic congestion at that proposed junction. A long line of vehicles sitting with engines idling while waiting to get on Interstate 10 at the junction with the SMF would also likely impact the aforementioned air monitor at 43rd Avenue and Broadway.
	There is much talk about the problems at the Broadway Curve, which is near the confluence of Highway 60, the 143, and Interstate 10. Let us be reminded that the Maricopa Association of Governments (MAG) and ADOT caused this problem through their shortsightedness and design problems. They planned these traffic nightmares. So now these same agencies, failed agencies, want to do this South Mountain Freeway. Will we be talking about the new junction in west Phoenix in the same way?
	ADOT already completely ignored the recommendations of the original SMCAT, the group ADOT formed to skirt the proper NEPA scoping, in choosing the proposed alignment. The SMCAT, after months of

Code	Issue	Response
5 (cont.)		The carbon monoxide and particulate matter (PM ₁₀) analyses demonstrated that the proposed freeway would not contribute to any new localized violations, increase the frequency or severity of any existing violation, or delay timely attainment of the National Ambient Air Quality Standards or any required interim emissions reductions or other milestones.
6	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.
7	Hazardous Materials	The Arizona State Emergency Response Commission maintains the Hazardous Materials Commodity Flow Studies that 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. Whenever a new road is introduced to an area, the jurisdiction with responsibility for maintaining that area’s Emergency Response Plan amends the plan to include the new facility. Once the plan is amended, it is made available to the Arizona Department of Transportation.
8	Hazardous Materials	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.
9	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.

Code	Comment Document
10	<p>study, had recommended that the SMF connect to the 101 on the west. So ADOT ignored even the recommendations of its own group and planned the SMF to connect with the I-10 at the currently proposed alignment.</p> <p>This leaves a large question: If ADOT did that at that time long ago, what is to stop it from completely ignoring the current SMCAT should SMCAT vote for a "NO BUILD" option?</p>
11	<p>6) Blasting South Mountain: Religious and Racial Discrimination and Civil Rights Violations in SMF DEIS</p> <p>The DEIS clearly discriminates on the basis of religion and race, and the ongoing ADOT plans for blasting Muhadagi Doog (South Mountain) are ongoing civil rights violations.</p> <p>Throughout the DEIS, it is acknowledged that the GRIC and other native American tribes hold Muhadagi Doog 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. The Community, which includes the Akimel O'odham (River Pima) and Pee Posh (Maricopa) tribes, and other Native American entities—including the Colorado River Indian Tribes and three O'odham groups: the Salt River Pima-Maricopa Indian Community, the Ak-Chin Community, and the Tohono O'odham Nation—consider the South Mountains to play a role in their cultures, identities, histories, and oral traditions."</p> <p>There is plenty of correspondence in the DEIS and its Appendices in which the GRIC repeatedly asserts and reminds ADOT of this, but to no avail. ADOT plans to blast Muhadagi Doog.</p>
12	<p>This is a direct violation of the civil rights of the "Native American entities." In a 1979 consultation on the issue, the United States commission on civil rights defined religious discrimination in relation to the civil rights guaranteed by the Fourteenth Amendment to the United States Constitution. [Section 1. All persons born or naturalized in the United States, and subject to the jurisdiction thereof, are citizens of the United States and of the State wherein they reside. No State shall make or enforce any law which shall abridge the privileges or immunities of citizens of the United States; nor shall any State deprive any person of life, liberty, or property, without due process of law; nor deny to any person within its jurisdiction the equal protection of the laws.]</p> <p>As for racial discrimination, the equal protection clause was originally added to deal with the lack of equal protection provided by law to all in the course of administering justice in the states that had Black codes.</p> <p>The United States commission on civil rights noted, "Whereas religious civil liberties, such as the right to hold or not to hold a religious belief, are essential for Freedom of Religion (in the United States secured by the First Amendment), religious discrimination occurs when someone is denied "the equal protection of the laws, equality of status under the law, equal treatment in the administration of justice, and equality of opportunity and access to employment, education, housing, public services and facilities, and public accommodation because of their exercise of their right to religious freedom."</p> <p>Also, the American Indian Religious Freedom Act (commonly abbreviated to AIRFA) is a US federal law and a joint resolution of Congress that was passed in 1978. It was created to protect and preserve the traditional religious rights and cultural practices of American Indians, Eskimos, Aleuts and Native Hawaiians. These rights include, but are not limited to, access of sacred sites, repatriation of sacred objects held in museums, freedom to worship through ceremonial and traditional rites, including within prisons, and use and possession of objects considered sacred. The Act required policies of all governmental agencies to eliminate interference with the free exercise of Native religion, based on the First Amendment, and to accommodate access to and use of religious sites to the extent that the use is practicable and is not inconsistent with an agency's essential functions. It also acknowledged the prior violation of that right.</p>
13	<p>Clearly, the No Build Alternative is the only viable option that does not 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 Muhadagi Doog.</p> <p>Thank you,</p>

Code	Issue	Response
10	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.
11	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.
12	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>
13	Alternatives, No-Action (No-Build) Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
	<div>Charley Hepfinger, Pharm.D., BCPS, FASCP Ahwatukee Resident</div> <div>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.</div>

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TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 2:13 PM
CALLER: WAYNE HEPNER	CALLER ADDRESS: 118 WEST MARYLAND, PHOENIX, ARIZONA
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:
Hi, I want to voice my support for this freeway [unclear]. There's a whole lot of gas being wasted on traffic jams here in central Phoenix and so that South Mountain freeway would definitely help pay for itself in the long run. Thank you. Bye bye.

Code	Issue	Response
1		Comment noted.

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1 We need it yesterday. I applaud you. It's been a
2 long effort. I've been involved with it
3 historically, even wrote a newspaper article once on
4 the 55th Avenue alignment, and my colleague, who is
5 much smarter, better looking and more
6 [unintelligible] Jim Kretin [phonetic], does say
7 hello, he had a family issue that came up, so he's
8 not here. So I'm the pinch hitter, I'm not as good
9 as the first team, but I'm trying to get to the plate
10 and do the job.

11 I thank you for your time. You've had a
12 long day, so I will stop well under my limit, thank
13 you.

14 THE FACILITATOR: Thank you, sir.

15 David Hernandez.

16 You've got three minutes.

17 MR. HERNANDEZ: Yes, sir, howdy. Three
18 minutes. I've lived over here on 59th Avenue and
19 Roosevelt for about 31 years, and I've got three
20 minutes. Off over at the Indian reservation, over
21 there in Ahwatukee, they got more consideration than
22 59th Avenue. But 59th Avenue, I guess traditionally
23 is Mexican-American. It's a Mexican-American area,
24 and so what, we'll bulldoze that area over, we'll
25 give them more pollution, we'll reduce the quality of

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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.

Code	Comment Document
2	<p>1 life for them. There's a school nearby. There's all</p> <p>2 kinds of studies where all this emission affects kids</p> <p>3 as well as older adults.</p> <p>4 I am for the freeway, but it could be moved</p> <p>5 further west, but I see that these businesses are</p> <p>6 going to benefit. These businesses right there on</p> <p>7 59th Avenue, right off the 10, and but there's no</p> <p>8 consideration for the neighborhood that's there.</p> <p>9 It's not a big neighborhood, and I believe that if</p> <p>10 there was a majority blacks or a majority whites,</p> <p>11 there would be more consideration for that</p> <p>12 neighborhood.</p> <p>13 Now, if you're going to be building that</p> <p>14 area there, which is preferred, I wish you guys would</p> <p>15 just buy my property so I could go move somewhere</p> <p>16 else, but like I say, I've lived there 31 years. My</p> <p>17 house is paid off, I don't want to get into another</p> <p>18 mortgage, but now what's going to happen to my</p> <p>19 property values? You know, what, go buy another</p> <p>20 house somewhere else and start all over? You know,</p> <p>21 this -- like that guy was saying before, this was</p> <p>22 started years ago. ADOT and all the powers that be,</p> <p>23 all the bureaucrats drug their feet, they just drag</p> <p>24 their feet. Well, back then, when they were going to</p> <p>25 build it, well, it's going to cost this much money</p>
3	
4	
5	
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Code	Issue	Response
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.
3	Alternatives, W59 Alternative Versus W101 Alternative	
4	Environmental Justice/Lifestyle	While the Preferred Alternative would have an adverse effect on environmental justice populations, impacts would be temporary and would not create undue hardship or be disproportionately high compared with projected impacts on all populations in the Study Area. All populations would benefit from the proposed action's implementation through improved regional mobility and reduced local arterial street traffic.
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
	<div><div></div><div><div>1and there's not much profit to be made. But now,</div><div>2hey, there's more profit to be made, hey, we're all</div><div>3right, you know, but the homeowners, the taxpayers,</div><div>4even us Mexican-Americans, you know, that live there,</div><div>5who looks out for us? Nobody. Nobody.</div><div>6Thank you.</div><div>7THE FACILITATOR: Thank you, sir.</div><div>8If there is anyone else in the auditorium</div><div>9that would like to speak, please make sure that you</div><div>10register at the front desk. Your name will be called</div><div>11and placed on the screen; you'll be called in the</div><div>12order in which you register.</div><div>13Also, a reminder for those of you who may</div><div>14be speaking and there's an opportunity that you're</div><div>15going to go beyond the three minutes, there are court</div><div>16reporters in the next room that would be happy to</div><div>17take your extended message beyond the three minutes.</div><div>18We're going to take a five-minute break as</div><div>19we change out panelists and we will return in exactly</div><div>20five minutes, thank you.</div><div>21(Recessed from 6:00 p.m. until 6:04 p.m.)</div><div>22THE FACILITATOR: Good evening, everybody.</div><div>23We're ready to get started again. We have a new</div><div>24panel today. We have Tom Deitering, from Federal</div><div>25Highways, we have Brent Cain from ADOT, and Chaun</div></div></div> <div>Page 94</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response

Code	Comment Document
4322	<div><p>1 hospital 40 hours a week, and this is from my own</p><p>2 experience. And it is not caused by cars driving on the</p><p>3 202. In fact, having the 202 will reduce the stop-and-go</p><p>4 traffic that you have on the surface streets and reduce</p><p>5 pollution in that way, I believe. So that's all I had to</p><p>6 add.</p><p>7 * * *</p><p>8 UNIDENTIFIED SPEAKER: I'm very much for</p><p>9 the highway for Laveen, I feel that it would bring in</p><p>10 jobs, especially for the youth and the community; and I</p><p>11 think that that will assist with some of the crime and</p><p>12 the graffiti if we had the highway, which would bring</p><p>13 more businesses.</p><p>14 The hospital, we have a lot of senior</p><p>15 citizens that live in the area, and unfortunately, the</p><p>16 nearest hospital is -- I think it's Maricopa Integrated,</p><p>17 and that is a long way when it's an emergency.</p><p>18 So that is my comment, and my reasons for</p><p>19 supporting the I-10 highway -- Loop 202 South Mountain</p><p>20 Freeway.</p><p>21 * * *</p><p>22 MR. HERNANDEZ: David Hernandez. I live in</p><p>23 the preferred route, 59th Avenue south of I-10, and they</p><p>24 need to build the freeway. Yes, I agree with it.</p><p>25 However, the route that they are taking is shortsighted.</p></div> <div><p>Page 13</p><p>Driver and Nix Court Reporters - (602) 266-6525</p><p>www.drivernix.com</p></div>

Code	Issue	Response

Code	Comment Document
1	1 It benefits the immediate businesses right off of I-10,
2	2 and it is detrimental to that neighborhood that's there.
3	3 It's a small neighborhood. That neighborhood would be
4	4 devastated by the pollution that the vehicles that
	5 already I-10 brings in. And then adding another route
	6 going south is going to double the pollution.
3	7 There's a school. There's a school
	8 nearby -- it would affect the kids also. The quality of
	9 life would be reduced. The majority of the people that
4	10 live there are Mexican Americans. And so I feel that
	11 they're just going to run or bulldoze their ideas in this
	12 freeway over all these properties that are there. But
	13 the winners will be the businesses, because they're going
	14 to be taking them out and instead of residents that are
	15 there.
5	16 Potentially, I would prefer that they buy
	17 me out so I can go move somewhere else. I don't look to
	18 go buy somewhere else. My house is paid for and I don't
	19 want to get into another mortgage. I see the maps that
	20 I've seen that 59th Avenue would be just like an access
	21 road, just a southbound lane that would impede fire and
	22 police coming into the neighborhood.
	23 Ahwatukee and the Indian reservation have
	24 gotten more say where to place the freeway, however, over
	25 here this preferred boundary has not gotten the
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Driver and Nix Court Reporters - (602) 266-6525	
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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	Air Quality	
3	Health Effects	
4	Environmental Justice/Lifestyle	While the Preferred Alternative would have an adverse effect on environmental justice populations, impacts would be temporary and would not create undue hardship or be disproportionately high compared with projected impacts on all populations in the Study Area. All populations would benefit from the proposed action's implementation through improved regional mobility and reduced local arterial street traffic.
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.

Code	Comment Document
6	<div>1 attention.</div> <div>2 I've talked to some of the homeowners in</div> <div>3 the area that live nearby me, and they never received</div> <div>4 this mail that stated that they were going to have an</div> <div>5 ADOT meeting today.</div> <div>6 If I got it, why didn't they get it? Or</div> <div>7 did they just pepper the area with this mailing about</div> <div>8 announcing this meeting? That's not right. So, like I</div> <div>9 say, I agree, they should make the freeway, but it should</div> <div>10 be further west. And if they are, which I believe they</div> <div>11 will, build it down 59th Avenue, I wish they'd buy the</div> <div>12 homes on the west side of 59th Avenue and build a bigger</div> <div>13 buffer with the existing houses that are there, because</div> <div>14 it's going to ruin the area, as far as I'm concerned.</div> <div>15 That's it.</div> <div>16 * * *</div> <div>17 UNIDENTIFIED SPEAKER: I just feel that</div> <div>18 there's a reason that this has not been built. It was</div> <div>19 first proposed about 25 years ago and there's a reason</div> <div>20 why it wasn't built; that's because it's a bad idea.</div> <div>21 This is one of the few good things about</div> <div>22 this area is South Mountain, one reason why people come</div> <div>23 to this area because of the natural beauty of the South</div> <div>24 Mountains. So it's going to be an economic loss. It's</div> <div>25 also just truly beautiful, and we don't have a lot of</div> <div>Page 15</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response
6	Public Involvement	Notification for the public hearing and community forums included: <ul style="list-style-type: none">• media alerts• 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

Code	Comment Document
1	<div><p>From: Projects To: ADOT Subject: FW: Loop 202 Laveen W59 YES!! Date: Monday, May 20, 2013 8:42:23 AM</p><hr/><p>-----Original Message----- From: dpwill2@cox.net [mailto:dpwill2@cox.net] Sent: Friday, May 17, 2013 6:47 PM To: Projects Subject: Loop 202 Laveen W59 YES!!</p><p>Hello, We bought in Laveen 9 years ago with the promise that we would soon have a freeway. My brother, parents and in-laws also moved to Laveen with the same hope of a freeway. We need the Loop 202 at W59 to be approved and built. All of my neighbors and friends also feel the same way. Please help our city and build the freeway that was promised to all of us tax paying citizens. We will soon be out growing our current freeway system. Thank you, Patrice Herring</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><p>.</p></div>

Code	Issue	Response
1		Comment noted.

Code Comment Document

From: [Projects](#)
To: [ADOT](#)
Subject: FW: Laveen Corridor Freeway
Date: Monday, May 20, 2013 1:07:56 PM

From: Derek Herring [mailto:derek.herring@us.fujitsu.com]
Sent: Monday, May 20, 2013 11:32 AM
To: Projects
Cc: doc018@yahoo.com
Subject: Laveen Corridor Freeway

Hello~ I want to voice my opinion in support of the freeway for the Laveen and adjacent community. I think the city has to recognize that Laveen is one of the fastest growing areas and has a critical lack of the support infrastructure necessary for a robust community. I know there is opposition from people or groups that are near or on the proposed route, but if these people located in this area with the knowledge that this project was a possibility, I have little sympathy for them. There are just as many or more who located to the area with the belief that the freeway was going to happen. My family is part of that group. I have learned that vital business' such as a regional hospital will not be built here because of this issue being a big factor. A hospital is vital to the health and safety of the Laveen and surrounding community and it should weigh more heavily in the decision to build this freeway. Personally, I am disappointed in the non-value added business that seems to have no problem locating in Laveen. Smoke shops, marijuana dispensaries, many redundant fast food chains are examples of these which are little value added for a diverse area of a solid, moderate income, family based community. The city has neglected us with the lack of vital bridge construction over the Salt River, inadequate roadways, and no major police force. Please don't take away the opportunity to have quality transportation that connects us to the rest of the Metro area. There are many active registered voters like myself that voted to have this project advanced and seen through completion in my neighborhood. In talking with residents in Avondale and Tolleson, I have not heard one person or group that doesn't support this freeway. This project will also bring much needed and **value added** business and industry to make this a premier area to raise families. Thank you for your support!

Thanks &
Regards,
Derek Herring

Fujitsu Semiconductor Wireless Products, Inc.
RF Wireless Apps & Validation Engineering
2100 East Elliot Road M/D EL536
Tempe, Az. 85284
Office: 480.768.3601
derek.herring@us.fujitsu.com

Code	Issue	Response
1		Comment noted.

Code	Comment Document
4251	<div><p>1 beautiful thing. And I wouldn't want to change it.</p><p>2 THE FACILITATOR: We'd like to remind you,</p><p>3 that there is -- we discourage applause.</p><p>4 MR. HEMRY: I don't. Sorry.</p><p>5 THE FACILITATOR: Our next speaker is</p><p>6 Patrice Herring.</p><p>7 Again, we welcome Patrice Herring.</p><p>8 We welcome Patrice Herring. No need to</p><p>9 run. Welcome, Ms. Herring. You have three minutes.</p><p>10 MS. HERRING: Hi, thank you so much for</p><p>11 being here today and allowing us to speak. I am a</p><p>12 native of Phoenix, Arizona, and a resident of Laveen.</p><p>13 I have been a resident of Laveen, my husband and I</p><p>14 bought a house nine years ago. And my brother had</p><p>15 already bought a house in Laveen, him and his family.</p><p>16 And then also my mother-in-law bought a house in</p><p>17 Laveen. And my parents ended up moving and buying a</p><p>18 house in Laveen. So there's quite a few of us who</p><p>19 live in Laveen. And one of the reasons we moved to</p><p>20 that area is because we were told that there was</p><p>21 going to be a freeway coming through and lots of</p><p>22 commercial businesses and things for our community.</p><p>23 My husband does live in Chandler, might I</p><p>24 add. Right now there's not a whole lot of things for</p><p>25 us in Laveen, which we definitely need. I live at</p></div> <div><p>Page 71</p><p>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p></div>

Code	Issue	Response

Code	Comment Document
1	<div><p>the cross streets of 57th Avenue and Baseline, which is at the Bougainvillea -- well, now it's the Cotton Fields Golf Course, and many times, almost every day when I come out onto Baseline, at 57th Avenue, the traffic is just terrible. I have to sit there probably for 5 to 10 minutes just to get out. And sometimes it's very dangerous. There's so many cars whizzing by.</p><p>And we definitely need this freeway, the fact that it will cut down on pollution alone is a huge plus. The fact that it will bring much businesses to our area that are greatly needed. Laveen, I heard, is the fastest-growing city right now. As far as our median income, it's very high. I saw some of the statistics showing we're close to 60,000 a year, which is very similar to Ahwatukee. We definitely need this freeway. We need the freeway for the traffic. We need the freeway to keep our citizens happy and there.</p><p>Right now I go to Tempe to have tennis lessons and to do many things, and I definitely would prefer to keep my tax dollars in Phoenix. So I would definitely like to say please, please, please put in the freeway at the W-59, which would run along the 59th Avenue and Baseline area. It would help to link</p></div> <div>Page 72</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div></div><div><div>1us up to all of the Valley, and also help us to stay</div><div>2and keep our dollars in Phoenix as well.</div><div>3Thank you so much. And appreciate your</div><div>4time.</div><div>5THE FACILITATOR: Thank you, Ms. Herring.</div><div>6Our next speaker is Ethel Williams.</div><div>7Welcome, Ms. Williams, you have three</div><div>8minutes.</div><div>9MS. WILLIAMS: Thank you. Thank you for</div><div>10hearing me, and thank you for being here. Thank you</div><div>11for addressing our problems that we're having in the</div><div>12Laveen community. I know that these improvements</div><div>13will help the whole community and the surrounding</div><div>14communities.</div><div>15Mainly, I moved to Laveen after my</div><div>16daughter, who just spoke, and my son, and her</div><div>17mother-in-law moved to Laveen, because everything</div><div>18looked promising, and we thought it would be a very</div><div>19good move to help improve some of the things that are</div><div>20going on in our surrounding areas in the City of</div><div>21Phoenix area.</div><div>22But I think that this will bring a lot of</div><div>23help to us, as far as accidents are concerned,</div><div>24because, like she said, the traffic problems are</div><div>25horrendous during the rush hours. And for my</div></div></div> <div>Page 73</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response

Code

Comment Document

1

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/20/13	INCOMING CALL TIME: 2:40 PM
CALLER: PATRICE HERRING	CALLER ADDRESS:
PHONE: 602-938-9218	EMAIL: DPWILL2@COX.NET
CALLER REMARKS/QUESTIONS: I would like to speak tomorrow. I'm definitely in favor of having the Loop 202 built um with the W 59 Route. I've been a resident of Laveen for going on over 9 years now. My husband and I bought a house out here, as well as my parents and my in-laws and my brother. And we all definitely want that Loop 202 to come through on the West 59 um I would like to speak tomorrow. Thank you so much. Bye bye.	

Code	Issue	Response
1		Comment noted.

Code	Comment Document
12	<div>Scott Herrmann</div> <div>Document Created: 6/18/2013 7:20:40 PM by Web Comment Form</div> <div>dont build it unless it is 5 miles south of pecos road</div>

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	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
1	<div><p>From: Projects To: ADOT Subject: FW: Support For South Mountain 202 Date: Monday, May 20, 2013 8:31:32 AM</p><hr/><p>From: Karen Hickok [mailto:hickokke@yahoo.com] Sent: Saturday, May 18, 2013 8:34 AM To: Projects Subject: Support For South Mountain 202</p><p>I understand on May 21 ADOT will be holding a public hearing about the proposed South Mountain Freeway project in metro Phoenix. I will be unable to attend the hearing, but I want to let you know my feelings about the freeway. I think the project is way overdue and that ADOT should begin construction immediately. I drive to/from Ahwatukee to downtown Phoenix every weekday for work and the traffic congestion during rush hour is terrible. I cringe at the waste of time and money I and each driver experience every day. And, that does not take into account the pollution spewed from vehicles because of the extra time they are on the road. The voters have approved the project twice. It is high time ADOT stops this waste of time and money begins the project that the majority of people want.</p><p>Respectfully submitted,</p><p>Karen Hickok 11652 S. Jokake 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></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<div><div><div>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div><table><tr><td>INCOMING CALL DATE: 05/14/13</td><td>INCOMING CALL TIME: 10:26 AM</td></tr><tr><td>CALLER: HIGBY</td><td>CALLER ADDRESS: 276 E. GERMANN DRIVE, CHANDLER, AZ 85286</td></tr><tr><td>PHONE: 480-892-7311</td><td>EMAIL:</td></tr></table><div>CALLER REMARKS/QUESTIONS: Build that South Mountain Freeway. It will make jobs and it will make traffic congestion less and since we are all going to run out of water pretty soon and the universe is still expanding, it doesn't make any difference anyway. So go ahead and do it. You might as well have fun while you still have the Glen Canyon Dam producing some electricity until it silts up and enough fossil fuel left to think you can actually accomplish something. Go ahead, bring more people to the Valley to suck the 2,000-year-old ground water out of the ground. Bring the CAP in. You know, you already got more allocated out of the Colorado River than it'll ever produce and we are in a drought and we are in global warming. Go ahead, keep building, see if I care. I can tolerate that. I am just going to move. I'll have to move. We will all have to move. Give it back to the Native Americans who want to eat jojoba and banana yucca. Build that freeway. Go ahead spend all the money. Who cares? Okay, have fun people. Just like fleas on a dog. The world will shake us off like old fleas and it will heal again. Okay. Have a nice day. Bye.</div></div></div>	INCOMING CALL DATE: 05/14/13	INCOMING CALL TIME: 10:26 AM	CALLER: HIGBY	CALLER ADDRESS: 276 E. GERMANN DRIVE, CHANDLER, AZ 85286	PHONE: 480-892-7311	EMAIL:
INCOMING CALL DATE: 05/14/13	INCOMING CALL TIME: 10:26 AM						
CALLER: HIGBY	CALLER ADDRESS: 276 E. GERMANN DRIVE, CHANDLER, AZ 85286						
PHONE: 480-892-7311	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code

Comment Document

1

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 3:41 PM
CALLER: JOE HILL	CALLER ADDRESS: 4606 SOUTH DORSEY LANE
PHONE: 480-838-1915	EMAIL:

CALLER REMARKS/QUESTIONS:
Yes, I support the South Mountain Freeway. I am a registered voter Thanks much.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div>Phoenix, AZ 85004 602.445.4300 www.azhha.org ghillis@azhha.org</div> <div>NOTICE: This message and any attachments may be privileged and confidential information. If you are not the intended recipient, please do not transmit, copy, disclose, store or utilize this message or attachments. Please notify the sender of the delivery error by replying to this message, and then delete it from your system. You should check this email and any attachments for viruses; we can accept no liability for any damage caused by virus. Thank you.</div> <div></div> <div>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. .</div>

Code	Issue	Response

Code	Comment Document
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2111 N. 37th Drive
Phoenix, AZ 85009
July 19, 2013

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

Dear Reviewers:

1 The stated purpose of this freeway is to relieve Interstate 10 congestion in Phoenix. The EIR must include alternatives.


2 3 The only freeway that will relieve this congestion in Phoenix must be built south of the Sierra Estrella mountains. This alternative is not included in the EIR, making it defective.

4 The most needed freeway in Phoenix is the Paradise. This was voted on by an initiative of the people. The vote was for the Squaw Peak and the Paradise freeways. See the picture on the front page of the Arizona Republic the day of the vote.

5 The South Mountain Freeway on the other hand was a referral to the voters that was part of a huge package. The voters were told that this freeway was included in the package but would probably never be built. Because the other projects were needed, we approved the measure.

If the freeway is built, we will have been lied to again.

Yours truly,



John Hinz



Code	Issue	Response
1	Alternatives	The Final Environmental Impact Statement contains a chapter (Chapter 3, <i>Alternatives</i>) that provides a discussion of the alternatives generation, screening, and selection process.
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	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 freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. The State Route 85/Interstate 8 Alternative was evaluated for the proposed project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.
4	Alternatives	The Paradise Parkway was included in the original Proposition 300 packages of road improvements (see Figure 1-2 on Final Environmental Impact Statement page 1-6). However, it was dropped from the plan and was not included in the projects proposed in Proposition 400 (the <i>Regional Transportation Plan</i>). The South Mountain Freeway was part of both Proposition 300 and 400 proposals.

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
5	Purpose and Need	<p>The Draft Environmental Impact Statement does not claim that the South Mountain Freeway has ever been subject to a public vote. The Draft Environmental Impact Statement states that the South Mountain Freeway has been included in regional transportation plans since 1985 and, on two occasions, Maricopa County voters have approved a half-cent sales tax to fund the projects in the regional transportation plan.</p> <p>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).</p>

Code	Comment Document
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Code	Comment Document
	<div><div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div></div></div> <div><div><div><div>From: Projects</div><div>To: ADOT</div><div>Subject: FW: W59 alternative</div><div>Date: Wednesday, May 22, 2013 10:51:37 AM</div><div>Attachments: image001.png image002.png</div></div></div></div> <div><div><div><div>From: Nate Hocking [mailto:nate@cafevalley.com]</div><div>Sent: Tuesday, May 21, 2013 2:25 PM</div><div>To: Projects</div><div>Subject: W59 alternative</div></div></div></div> <div><p>I believe the the W59 alternative (1st choice) would be the best option, considering it would give the best position for the flow of traffic West of the I17 and East of the 101, south I10 or east valley.</p></div> <div><p>The W101 alternative (2nd choice) would also make sense due to the natural flow south on the 101 and prevent buildup Eastbond I10 to make the connection.</p></div> <div><p>I do not like any of the other alternatives.</p></div> <div><div><div></div><div><div>Nate Hocking QA Manager</div><div></div><div><div>7000 West Buckeye Road Phoenix, AZ 85043 Office: (602) 336-2152 Fax: (602) 278-8906 Cell: (480) 226-8151 nate@cafevalley.com</div></div></div></div><div><p>Notice: This communication is intended only for the designated recipients, and may contain <u>confidential or privileged information of Café Valley, Inc.</u>, which is protected by law from unauthorized disclosure. If you are not a designate recipient, any unauthorized use, review, copying, dissemination, disclosure or distribution of this communication is strictly prohibited. If you have received this email in error, please immediately notify the sender by replying to this email and delete all copies of the original message. Thank you.</p></div><div><div>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</div></div></div>

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

From: [Projects](#)
To: [ADOT](#)
Subject: FW: Loop 202 - DO NOT BUILD
Date: Friday, July 05, 2013 8:34:44 AM
Attachments: [image001.png](#)

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


From: Michelle Hoffner [mailto:m_hoffner@hotmail.com]
Sent: Wednesday, July 03, 2013 3:57 PM
To: Projects
Subject: Loop 202 - DO NOT BUILD

After attending the Ahwatukee open forum I am even more opposed to the building of the freeway. It is destructive, expensive, unhealthy and a poor use of funds. There is highway 85 and/or Riggs Road that can and should be expanded and developed to address the truckers and divert traffic around rather than through.

There are homes, schools and beautiful South Mountain that will be destroyed because of this. Not enough due diligence has been put into exploring the other roads to use. This area has been allowed to expand, grow and develop for many years. It is irresponsible and careless to destroy what has been allowed to be built and develop while there are alternatives. This route should go around the valley instead of through it.

Unbelievable and unthinkable how folks would consider destroying South Mountain for this project. What does that say about our consideration of the environment and the beautiful natural structures. I am concerned and fearful of the impact the Mexican trucks and other trucks passing through will have - pollution, accidents, spills, etc., - so close to homes, schools and families.

This is a poor use of tax payers funds and irresponsible on ADOT's part. Spend the money wisely by improving the already existing Highway 85 if something has to be built.

I say DO NOT BUILD!

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	<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	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	Alternatives	The Final Environmental Impact Statement contains a chapter (Chapter 3, <i>Alternatives</i>) that provides a discussion of the alternatives generation, screening, and selection process.

(Responses continue on next page)

Code	Comment Document
	<div>Regards, Michelle Hoffner</div> <div><div></div><div>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.</div><div>.</div></div>

Code	Issue	Response
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	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).
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	Section 4(f) and Section 6(f)	
9	Trucks	
10	Air Quality	
11	Hazardous Materials	

Code

Comment Document

From: [Projects](#)
To: [ADOT](#)
Subject: FW: South Mountain Freeway - No Build
Date: Tuesday, July 23, 2013 2:49:48 PM

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

-----Original Message-----
From: Michelle Hoffner [mailto:m_hoffner@me.com]
Sent: Tuesday, July 23, 2013 2:49 PM
To: Projects
Subject: South Mountain Freeway - No Build

The more I learn about this the more disappointed I am. Why isn't the Highway 85 / Riggs Road route not being used for this? I vote no build and modify the existing infrastructure to handle the truck traffic rather than destroy the mountain and create a hazardous and dangerous situation for the community.

Regards,
Michelle

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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	<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	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	Section 4(f) and Section 6(f)	
5	Hazardous Materials	
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

From: [Projects](#)
To: [ADOT](#)
Subject: FW: Loop 202 Draft EIS Public Comment
Date: Tuesday, April 30, 2013 8:52:41 AM

From: Derek Hofmann [mailto:derek.hofmann@gmail.com]
Sent: Sunday, April 28, 2013 12:37 PM
To: Projects
Subject: Loop 202 Draft EIS Public Comment

If the South Mountain Freeway were built, it would cost taxpayers billions of dollars while only temporarily relieving traffic congestion on the I-10. One day both freeways will be congested again, and then we would be right back where we started, only with more congested freeway lane-miles creating more air pollution than today.

Implementing a variable express toll on the I-10 during peak travel periods would cost almost nothing to implement and would permanently eliminate traffic congestion on the I-10 without overcharging[1] anyone. This would save Arizona taxpayers billions of dollars compared to building the South Mountain Freeway, and even billions more when the South Mountain Freeway would inevitably need to be widened. Further, the toll revenue would reduce or eliminate the I-10's maintenance cost burden on taxpayers.

United States Transportation Secretary Ray LaHood has indicated a willingness[2] to allow the states to toll federal interstates as long as the revenue stays in the same freeway.

With its vastly lower cost to taxpayers and reduced environmental impacts compared to the other alternatives, why isn't a variable express toll being considered?

[1] Variable express tolls are set only just high enough (but no higher) to eliminate traffic congestion, and are reduced during quieter periods to encourage people to travel outside of rush hour.

[2] <http://transportationblog.dallasnews.com/2011/03/us-government-not-opposed-to-t.html/>

Derek Hofmann
derek.hofmann@gmail.com

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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	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	Alternatives	<p>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). One of the concepts that have been studied by the Maricopa Association of Governments and Arizona Department of Transportation is to implement managed lanes in the Interstate 10 corridor (see Southeast Corridor Major Investment Study, at azmag.gov/Projects/). Even with these planned improvements to Interstate 10, the proposed project remains a vital component of the Regional Freeway and Highway System.</p>
4	Alternatives	<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 consideration.</p>

Code	Comment Document
12	<div>Document Created: 6/4/2013 2:13:04 PM by Web Comment Form</div> <p>My concerns include inviromental impact, crime and pollution. The Ahwatukee region will suffer when this freeway is installed, and I am concerned. What will ADOT and the City of Phoenix do to keep crime out, and create a clean environment? Thanks Connor Hogan</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	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><div><div><div><div><div></div></div></div><div><div><div>From:</div><div>To:</div><div>Subject:</div><div>Date:</div></div></div><div><div>Projects</div><div>ADOT</div><div>FW: Comments in opposition to South Mountain Freeway</div><div>Wednesday, July 17, 2013 2:16:30 PM</div></div></div></div></div>
	<div><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 Emily Hogan Sent: Wednesday, July 17, 2013 8:14 AM 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>Every big city needs places where its citizens can go to get away from freeways and the bustle of city life. South Mountain Park is one of the best places to do that. It also contains petroglyphs, and is an historic site. The proposed freeway would end all that.</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. 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</p></div>

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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	Cultural Resources	
3	Section 4(f) and Section 6(f)	
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	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.
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.
7	Health Effects	
8	Biology, Plants, and Wildlife	

(Responses continue on next page)

Code	Comment Document
1	<p>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>Mrs. Emily Hogan PO Box 1736 Glendale, AZ 85311-1736 (623) 245-8534</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> <p>.</p>

Code	Issue	Response
9	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 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						
<div> <div>1</div> <div> <p>TELEPHONE CONVERSATION RECORD</p> <p>SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table> <tr> <td>INCOMING CALL DATE: 05/10/13</td><td>INCOMING CALL TIME: 10:31 AM</td></tr> <tr> <td>CALLER: KEVIN AND ELIZABETH HOGUE</td><td>CALLER ADDRESS: 7309 S. 74TH LANE, LAWEEN, AZ 85339</td></tr> <tr> <td>PHONE: 602-237-1997</td><td>EMAIL:</td></tr> </table> <p>CALLER REMARKS/QUESTIONS:</p> <p>I am in favor of the South Mountain Freeway. Actually, my husband supports the project too. Building this freeway would definitely add value to our home. When it rains and things flood, we need to travel east before we can get anywhere to the west. Thanks for your time.</p> </div> </div>		INCOMING CALL DATE: 05/10/13	INCOMING CALL TIME: 10:31 AM	CALLER: KEVIN AND ELIZABETH HOGUE	CALLER ADDRESS: 7309 S. 74 TH LANE, LAWEEN, AZ 85339	PHONE: 602-237-1997	EMAIL:
INCOMING CALL DATE: 05/10/13	INCOMING CALL TIME: 10:31 AM						
CALLER: KEVIN AND ELIZABETH HOGUE	CALLER ADDRESS: 7309 S. 74 TH LANE, LAWEEN, AZ 85339						
PHONE: 602-237-1997	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
5585	<div><p>1 ***</p><p>2 THE REPORTER: State your name.</p><p>3 MS. HOHMAN: Sharolyn, S-h-a-r-o-l-y-n,</p><p>4 Hohman, H-o-h-m-a-n.</p><p>5 Primarily, my comment is that I think</p><p>6 that it is absolutely criminal the time it's taken to</p><p>7 come to a decision. The money that has been spent.</p><p>8 I can't even find anybody who remembers when the</p><p>9 first Citizens Advisory Team was put together. I</p><p>10 served on it. And I think that all of the delays</p><p>11 have cost so much money. I just heard an estimate of</p><p>12 \$25 million. We could build a couple miles of</p><p>13 freeway with that money.</p><p>14 But it's done, and we need to move</p><p>15 forward. I think we have done due diligence. We</p><p>16 have been fair. We have been thorough. And to</p><p>17 continue to play a cat and mouse game with various</p><p>18 stakeholders is just not moral or ethical any longer.</p><p>19 THE REPORTER: Is that it?</p><p>20 MS. HOHMAN: That's pretty much my</p><p>21 statement. If anybody has any questions, I would be</p><p>22 delighted to fill in the holes. I know they wanted</p><p>23 you to be specific, but that's about as specific as I</p><p>24 can be. I've lived -- moved to Arizona in -- to the</p><p>25 Valley in 1960, so that was when Black Canyon was</p></div> <div>Page 3</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response

Code	Comment Document
1	<div>Casey Holaway</div> <div>Document Created: 6/13/2013 11:15:33 AM by Web Comment Form</div> <div>Any one of the W101 Alternatives would be the best option for smooth traffic flow on east and westbound I-10. Traffic already slows by the 101 and adding another freeway at 59th Ave would just create another bottleneck. Connecting at Loop 101 would be the best long term solution.</div>

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
	<div><div><div><div><div></div><div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div></div></div><div><div>From: Projects</div><div>To: ADOT</div><div>Subject: FW: 202 Document in one pdf file</div><div>Date: Tuesday, May 14, 2013 9:39:35 AM</div></div><div></div><div><div>From: Les Holland [mailto:les_holland@prodigy.net]</div><div>Sent: Saturday, May 11, 2013 2:09 AM</div><div>To: Projects</div><div>Subject: 202 Document in one pdf file</div></div><div>To: projects@azdot.gov</div><div><div>1</div><div>How do I get a complete download of the 202 Draft Environmental Impact Statement document in <u>one pdf file</u> so it is easily searchable?</div></div><div>Are DVDs available either <u>free</u> or <u>under \$5</u> ?</div><div>"Each complete chapter is available for download and review" is a big waste of time and is "information hiding."</div><div>Les.Holland@computer.org</div><div><div>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.</div><div>.</div></div></div>

Code	Issue	Response
1	Public Involvement	The Draft Environmental Impact Statement as a single PDF was over 500 megabytes in size. To better facilitate downloading from the public, it was divided into sections. The online public hearing included access to an interactive PDF that included hyperlinks for page references and was completely searchable. Compact discs of the Draft Environmental Impact Statement were available at no charge at the public hearing and community forums or by request at the Arizona Department of Transportation.

Code

Comment Document

1

Greg Holman

Document Created: 7/20/2013 4:51:05 PM by Web Comment Form

I am definitely for the building of this much needed highway. As a piano tuner who lives on the west side of Phoenix it will save me time, gas, and money if Have an appointment around the area of pesos and desert foothills roads so instead of driving the whole length of pesos from I-10.

Code	Issue	Response
1		Comment noted.

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.

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I AM IN FAVOR AND STRONGLY SUPPORT THE NO ACTION/NO BUILD OPTION FOR THE PROTECTION OF SOUTH MOUNTAIN PARK AND AIR QUALITY IN PHOENIX. THE PROJECT DESCRIPTION DOES NOT CONTAIN ANY COMPELLING REASON TO PROVIDE THIS FREEWAY. IT DOES LIST REASONS TO NOT BUILD - SUCH AS A DESTRUCTIVE INCURSION THROUGH SOUTH MOUNTAIN PARK WHICH IS A UNIQUE, VALUABLE AND IMPORTANT ASSET TO THE CITIZENS OF PHOENIX AND MARICOPA COUNTY. NO OTHER CITY IN THIS COUNTRY HAS SUCH A LARGE NATURAL DESERT MOUNTAIN PARK. IT WOULD BE A CRIME TO BEGIN A PROCESS WITH SUCH NEGATIVE AFFECTS ON THE PLANT LIFE, WILD LIFE, →

Optional

Name

LINDA HOLMAN BENTLEY

Email

lindabentley@comhlink.net

Address

301 W. WINDSOR AVE.

City

PHOENIX

State

AZ

Zip

85003

Phone

602-230-7273

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

U.S. Department of Transportation

Federal Highway Administration


FOR MORE INFORMATION:

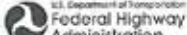
azdot.gov/SouthMountainFreeway

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, Lack of Support	
3	Section 4(f) and Section 6(f)	
4	Biology, Plants, and Wildlife	

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> <hr/> <p>Additional Comments:</p> <p>5 AIR QUALITY AND HUMAN VISITATION IN THE PARK.</p> <p>6 NO WHERE IN THIS ENVIRONMENTAL IMPACT STATEMENT DOES ADOT PROVIDE ALTERNATIVES THAT DO NOT REQUIRE DESTRUCTIVE CONSTRUCTION. ALTERNATIVES SUCH AS MASS TRANSIT, IMPROVED ALTERNATIVE TRANSPORTATION OPTIONS AND A SERIOUS COMMUNITY DISCUSSION ABOUT THE COST OF THIS FREEWAY (FINANCIALLY, CULTURALLY AND AIR QUALITY WISE) HAS NOT OCCURRED. THE ASSUMPTION IS THAT CUTTING A FEW MINUTES OFF OF CAR TRAVEL TIME IS WORTH DESTROYING A DESERT THAT IS HOME TO PLANT LIFE, WILD LIFE AND HUMANS SEEKING REFUGE FROM FREEWAYS.</p> <p>8 I UNDERSTAND THAT THE MISSION OF ADOT IS TO BUILD AND MAINTAIN ROADS. I BELIEVE THAT THE ARIZONA DEPARTMENT OF TRANSPORTATION MUST ENLARGE THEIR VIEWPOINT AND FOCUS ON WORKING WITH THE CITIZENS OF ARIZONA TO PRESERVE AND IMPROVE A DESERT LIFESTYLE SUSTAINABLE TO ALL INHABITANTS HERE. THEREIN LIES QUALITY OF LIFE AND INTEGRITY OF PURPOSE.</p> <p>9 THANK YOU.</p>

ADOT TRACS No.: 2021 MA 054 HS764 011 • Federal-aid Project No.: NH-202-D(ADOT)
13-109





FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

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.
6	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.
7	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.

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
8	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.</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">• A 2-day agency scoping meeting was held with 95 agency representatives at the beginning of the environmental impact statement process.• Communication with local, regional, State, and federal agencies continued throughout the process with monthly coordination meetings.• Both the Arizona Department of Transportation and Federal Highway Administration have sought and encouraged the Gila River Indian Community to allow study of alternatives on its land for the Eastern Section. The Gila River Indian Community has not granted permission to study an alternative in detail within Gila River Indian Community boundaries. Therefore, the Arizona Department of Transportation and Federal Highway Administration have determined that an alternative alignment on Gila River Indian Community land is not feasible.• During the environmental impact statement 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 <i>The Arizona Republic</i>, the <i>Ahwatukee Foothills News</i>, the <i>Gila River Indian News</i>, the <i>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. 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 a public hearing, and provide comments to be included in the Final Environmental Impact Statement.</p>

Code	Comment Document

Code	Issue	Response
9	Purpose and Need	<p>Final Environmental Impact Statement page 1-3 states that the Arizona Department of Transportation’s mission is to “provide a safe, efficient, cost-effective transportation system that links Arizona to the global economy, promotes economic prosperity, and demonstrates respect for Arizona’s environment and quality of life.”</p> <p>Its stated goals relating to the proposed action are to:</p> <ul style="list-style-type: none">· improve the movement of people and products throughout Arizona· increase the quality, timeliness, and cost-effectiveness of the Arizona Department of Transportation’s products and services· optimize resource use· enlist public and political support necessary to meet Arizona’s transportation needs

Code Comment Document

5030

1 SUE HOLMES: I lived several blocks from a
2 10-lane freeway in California, and when I became a single
3 parent, I specifically moved to the Ahwatukee Foothills
4 because I had friends who had researched it. There was
5 great schools, great little community- quiet, safe,
6 peaceful. So I am very much against the 202 going in
7 here.

8 I also work for the Kyrene School district
9 and I don't think it's the best thing for the children.
10 This is going to be built very near schools in the Kyrene
11 School district. In fact, one -- I think one will butt
12 right up to the playground area, very close, like even
13 Desert Foothills -- Desert Vista High School, which is in
14 the Tempe school district.

15 I know that often I read e-mails about the
16 poor air quality here. This is just going to make it
17 worse. The noise pollution, not to mention the
18 sacredness of South Mountain, cutting into that.

19 I'm not Indian. I don't live on the
20 reservation, but I respect the sacredness of that
21 mountain.

22 And like Jim Jochim said in his video, he
23 compared it to being pregnant, "Either you're pregnant or
24 you're not." They need to keep that mountain sacred. If
25 they chip into it at all, I think that's taking away from

Page 2

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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 page 4-91).
2	Health Effects	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Air Quality	
4	Noise	
5	Cultural Resources	
6	Section 4(f) and Section 6(f)	

Code

Comment Document

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it. But I just don't think -- Ahwatukee Foothills will never be the same. It will just devastate this area and I probably will move.

Another thing is I heard that it might affect the lakes here. I bought property on Lake San Simeon and I heard last month that, if they put in the 202, it can affect the water wells here. I mean, if they indeed dry up the lakes, the beauty, this area will never be the same.

That's basically it. I'm very much against it. I just hope it doesn't go through.

Page 3

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Code	Issue	Response
7	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.) The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Transportation to effectively mitigate well impacts associated with its projects throughout the region.

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 I say NO BUILD! I lived several blocks away from
a highway in California + at night laying in bed every
night had to listen to all the cars, trucks, etc. making
noise pollution. I moved to the Foothills here to
raise two children because I loved the peace + quiet
great community + great Kyrene Schools.

2 I work for the Kyrene School District + on a daily
basis am on the playground supervising kids. It makes
me sick to think of the 202 being built so close to
so many of our schools here!

3 Not to mention cutting into the Sacred Mountain!
4 Mowing down 100 homes + a beautiful church?? No way!
5 This highway would be a DISASTER! It would ruin the
beautiful foothills forever + I honestly would probably
move as this would affect my well-being negatively.

Optional

Name Susan Holmes Email sholmes@kyrene.org
Address 16013 S. Desert Foothills Pkwy #1077
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)

13-180

ADOT

U.S. Department of Transportation
Federal Highway
Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

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	Noise	
2	Cultural Resources	
3	Section 4(f) and Section 6(f)	
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).

Code	Comment Document
	<div><div></div><div><div><div><div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div></div></div></div></div><div><div><div><div><div></div></div><div><div>From: Projects</div><div>To: ADOT</div><div>Subject: FW: 202</div><div>Date: Wednesday, May 15, 2013 12:36:19 PM</div></div></div></div></div><div><div></div><div><div><div>From: Vi Homolka [mailto:vihomolka@yahoo.com]</div><div>Sent: Wednesday, May 15, 2013 12:23 PM</div><div>To: Projects</div><div>Subject: 202</div></div></div></div><div><p>We do need that freeway. Wherever it can be built with the least disruption of present interests and environment. The sooner, the better.</p><p>Viola Homolka</p></div><div><div></div><div><div><div><div></div></div><div><div>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.</div></div></div></div></div></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div><p>From: Projects To: ADOT Subject: FW: 202 Date: Monday, May 20, 2013 8:27:31 AM</p><hr/><p>-----Original Message----- From: Claudia Honsberger [mailto:chonsberger@aol.com] Sent: Saturday, May 18, 2013 8:18 PM To: Projects Subject: 202</p><p>Hi,</p><p>Just a note in support of completion of the south mountain portion of the 202. Enough is enough get'er done.</p><p>Joe Honsberger 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><p>.</p></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div>Don Houghton</div> <div>Document Created: 5/21/2013 1:03:39 PM by Web Comment Form</div> <div><div>1</div><div>2</div><div>I don't agree with the propose 59 connection. The best option is the 101 concepts. It would minimize traffic on I10 going to sporting venues in Glendale and get west bound traffic further out of the Phoenix area. It would cost more money, but when has government been afraid of that? From a personal perspective the fact that there is no ramp at 32nd Street will increase our commuting drive time.Regardless, this freeway needs to be built. Thank you</div></div>

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	Traffic	The determination to not include an interchange at 32nd Street was made in coordination with the City of Phoenix (see Figure 3-8 on page 3-15 of the Final Environmental Impact Statement). The interchange would have displaced more than 100 homes and would have been located near an existing high school. The storage facility is located on Gila River Indian Community land and would not be displaced. Reasonable access to the facility would remain available from 32nd Street, Chandler Boulevard, and other east-west local streets. A grade-separated bridge would be constructed for the freeway to go over 32nd Street.

Code	Comment Document
	<div>Blair HoughtonDocument Created: 7/24/2013 6:58:34 PM by Web Comment Form</div> <div><div>1</div><div>2</div><div>3</div></div> <div><p>The findings of the DEIS are in parts conflicting, in parts purely specious, and have apparently been guided to reach the single goal of making the project as expensive as possible (and thus as lucrative as possible for the builders of the freeway) while avoiding meaningfully engaging the GRIC. As the GRIC has voted for a "no-build" option, it is clear they do not see a net benefit in building the freeway, and have eschewed interest in attempting to benefit from it. The residents on the other side of the boundary have also expressed little indication of benefit from it. It's clear that nobody served locally by this road will obtain any benefit from it. When the road was putatively approved, it was envisioned to have been completed almost two decades ago, at far less cost, with far less impact. The project has since grown vastly in scope and direct deleterious impact to residents. Further, the voters' choice at the time was to take the entire regional system or leave it, giving them no chance to make a detailed choice as to any particular segment, only to "approve" them all or lose those that were clearly necessary. It's reasonable to expect that some of the segments would have fallen below the line of approval if they were given a chance to place the line at will. And given that this is the last, most expensive, least utilitarian segment in the system, it is logical that this would be the segment farthest below that line. I do not believe that the people currently approve of this part of the project, despite what was voted on a long time ago. The money would be far better spent elsewhere, not least because more will have to be spent to fix what this project will break, if that is even possible.</p></div>

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

Code	Comment Document
	<div><div><div>LOOP 202 South Mountain Freeway Study</div><div>2013</div></div><div><div>Draft Environmental Impact Statement COMMENT FORM</div></div><div><div><div>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</div><div>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.</div><div>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</div></div><div><div>It is helpful to ADOT to receive comments on:</div><div><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></div><div><div>Comments must be received or postmarked by July 24, 2013.</div><div><div>1</div><div>Please do not build another freeway. Take \$2 billion Taxpayer \$\$ and make public transportation available statewide. Build more access on the Native American main Rds that need upkeep & preservation. 2</div><div>make BUS Enhancements in rural Arizona. Commuter Rail Statewide. Flag to Tucson. Light Rail/Extensions toward Avondale. Bike Lanes → make Phx Bike Only No Loop 202 - Protect South MT. Thank you! (D)</div><div><div>Optional</div><div>Name Liz Hourican & Family</div><div>Email</div><div>Address 1821 West Citrus Way</div><div>City Phoenix</div><div>State AZ</div><div>Zip 85015</div><div>Phone 480 2360057</div><div>Fax</div></div><div><div>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</div></div><div><div>ADOT TRACS No.: 202L MA 054 H5764 011 • Federal-aid Project No.: NH-202-D(ADY)</div><div><div>ADOT</div><div><div>U.S. Department of Transportation Federal Highway Administration</div></div><div><div>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</div></div></div></div></div></div></div></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	Alternatives, No-Action (No-Build) Alternative	

Code	Comment Document
	4220
1	1 THE FACILITATOR: Thank you. Liz
2	2 Hourican. Is that the correct pronunciation?
3	3 MS. HOURICAN: Great job.
4	4 THE FACILITATOR: Thanks.
5	5 MS. HOURICAN: Thank you very much. So
6	6 my name Liz, and I'm a resident of Phoenix, Arizona.
7	7 And I think this is a huge waste of \$2 billion plus.
8	8 I think that it will decrease air quality, take money
9	9 away from -- you know, the opportunity cost is so
10	10 high here. We need bike lanes. We need expanded
11	11 public transportation, enhanced bus routes, and
12	12 perhaps, you know, preservation of the freeways, but
13	13 we do not need one more freeway here.
4	14 And then, of course, protecting our
15	15 beloved South Mountain, the largest municipal park in
16	16 the country. And we don't want a hole destroying our
17	17 beautiful South Mountain that brings many, many
18	18 tourists and visitors and adds to the quality of life
19	19 here.
5	20 So please do not think about the stale,
21	21 old ideas that might have made sense 20, 35 years
22	22 ago, but the economy's different. We need to value
23	23 Arizona as a tourist destination, and certainly
24	24 preserve the reservation that will be destroyed, and
25	25 their land, their quality of air. All this will
	Page 25
	Driver and Nix Court Reporters - (602) 266-6525
	www.drivernix.com

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

Code	Comment Document
	<div><div></div><div><div>1 create is pollution, contamination, poor air quality,</div><div>2 and it doesn't make sense in this year of 2013.</div><div>3 So please take those opinions and make</div><div>4 sure that you know that I represent Arizona and many</div><div>5 people that can't be here today, and certainly in my</div><div>6 community. Thank you.</div><div>7 THE FACILITATOR: Thank you. Haley</div><div>8 Ritter.</div><div>9 MS. RITTER: Good morning, panel members.</div><div>10 Thank you for letting us speak here today. My name</div><div>11 is Haley Ritter. And I live off of 23rd Avenue and</div><div>12 Camelback. There's a lot of horrible uranium mining</div><div>13 going on up north, which is poisoning communities,</div><div>14 leaving children waiting for kidneys and things like</div><div>15 that. That type of waste is going to be transported</div><div>16 on a type of freeway like this, which is also going</div><div>17 to contaminate when those types of hazardous</div><div>18 chemicals pass through. And we need to, like other</div><div>19 folks have been saying, we need to look to</div><div>20 alternatives means of sustaining our community.</div><div>21 This national park and this sacred</div><div>22 mountain are very, very important to Arizona, and the</div><div>23 livelihood of the species, the remainder of</div><div>24 endangered species that live there, for example. The</div><div>25 native community would be, and the folks that live in</div></div></div> <div><div>Page 26</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Comment Document
	4325
1	1 MS. HOURICAN: So my name is Liz
2	2 Hourican, H-o-u-r-i-c-a-n. I'm a resident of
3	3 Phoenix, Arizona and I've -- this 30-year-old stale
4	4 idea of a new freeway is so out of date and I oppose
5	5 it. I oppose it regarding the opportunity costs
6	6 associated with the possible two plus billion dollars
7	7 and what we could apply that to, you know, Light Rail
8	8 extensions, commuter rails statewide, better
9	9 preservation of the native American roads that need
10	10 and don't get much attention compared to Phoenix
11	11 1,500 miles of endless freeways.
12	12 So, you know, we as people here, we don't
13	13 want this old out-of-date plan because of
14	14 contamination, pollution, congestion, and it will be
15	15 a zap on our resources and we don't deserve that. We
16	16 don't deserve that. This would only be for trucking
17	17 and big corporations.
18	18 And then, of course, the very all
19	19 important issue in Arizona that people overlook is,
20	20 it would desecrate the South Mountain and it would
21	21 desecrate the Native American land that is a
22	22 reservation, and it's just a small patch of land that
23	23 we've designated people to live on. And, you know,
24	24 it's so beautiful down there, and South Mountain
25	25 being our largest municipal park in the country.
	Page 2
	Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

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	Air Quality	
4	Purpose and Need	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
5	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	Cultural Resources	
7	Section 4(f) and Section 6(f)	

Code	Comment Document
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1 It's a national treasure to Arizona that, you know,
2 regarding outdoor activity, that we all should treat
3 as a natural treasure and something that we should
4 all protect.

5 So there are many, many reasons to not
6 build this out-of-date freeway. And then, of course,
7 if we look at the people that are the business
8 leaders that are backing that and pushing it down our
9 face, they all represent developers that have been
10 pursuing business interests near the freeway, and
11 they want their own frontage road or freeway exit, et
12 cetera. So we see that and we oppose it and we will
13 resist this in the fullest extent that we can
14 regarding civil -- or resistance here in Arizona.

15 The people are fed up. We don't benefit
16 from this. So there are many reasons and I hope that
17 that will get in the record, that business only
18 interests do not serve the greater Phoenix, the
19 beautiful Sonoran Desert that is just impeccable.

20 Here we live in the northern part of the
21 Sonoran Desert, and it is so important to protect it
22 and preserve it for our children, our children's
23 children, and really start living with the land.
24 And, you know, the native American folks here,
25 they're the original environmentalists. They know

8

Page 3

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Code	Issue	Response
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.

(Responses continue on next page)

Code	Comment Document
	<div data-bbox="432 441 829 520"><p>From: Projects To: ADOT Subject: FW: 202 Freeway Date: Wednesday, May 22, 2013 10:47:20 AM</p><hr/></div> <div data-bbox="432 610 910 695"><p>From: Earl Howard [mailto:howardsgotgame@gmail.com] Sent: Wednesday, May 22, 2013 7:16 AM To: Projects Subject: 202 Freeway</p></div> <div data-bbox="205 721 261 780"><div>1</div></div> <div data-bbox="432 743 752 770"><p>I support building the 202 freeway.</p></div> <div data-bbox="432 858 1292 919"><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></div>

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 9:37:15 AM</p> <hr/>
	<p>From: Rebecca Huang [mailto:wenh05@gmail.com] Sent: Sunday, May 12, 2013 11:00 PM To: Projects Cc: info@buildthe202.com Subject: Build the South Mountain Freeway</p> <p>Dear Sir/Madam,</p> <p>It is my believe the SM 202 will improve Phoenix's image, reduce every day traffic congestion, and related air pollution, time and money wasting. It would help the economic development in Laveen and Southwest Phoenix as well, which we could all benefit from.</p> <p>I strong support the South Mountain Freeway project. It should be built ASAP.</p> <p>Yours truly, Wendy Huang</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><div><div><div>LOOP 202</div><div>South Mountain</div><div>Freeway Study</div></div><div>2013</div></div><div><div>Draft Environmental Impact Statement</div><div>COMMENT FORM</div></div><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><div><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><div><div>1</div><div>I support to build 202 south mountain freeway.</div></div><div><div>Optional</div><div><div>Name</div><div>Xiaoming Huang</div><div>Email</div><div>xiaomiao-huang@yahoo.com</div><div>Address</div><div>4163 W Bart Dr</div><div>City</div><div>Chandler</div><div>State</div><div>AZ</div><div>Zip</div><div>85226</div><div>Phone</div><div>480-459-7851</div><div>Fax</div><div>480-237-5963</div></div></div><div><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><div><div>ADOT</div><div><div>U.S. Department of Transportation</div><div>Federal Highway Administration</div></div></div><div><div>FOR MORE INFORMATION:</div><div>azdot.gov/SouthMountainFreeway</div></div></div></div>

Code	Issue	Response
1		Comment noted.

Code

Comment Document

From: [Projects](#)
To: [ADOT](#)
Subject: FW: South Mountain Freeway - Thumbs Up
Date: Wednesday, May 15, 2013 2:29:22 PM

From: George Hubert [mailto:ghubert@carmosa.com]
Sent: Wednesday, May 15, 2013 1:49 PM
To: Projects
Subject: South Mountain Freeway - Thumbs Up

Hi,

I am very excited about the South Mountain Freeway project for the greater Phoenix area. I moved to Phoenix almost 6 years ago and the first person that I met told me how great the 101 freeway was and that many people were opposed to it but now that it is built, everybody loves it. It did exactly what it was supposed to do and everyone is reaping the benefits. I believe the South Mountain Freeway will do exactly the same thing. Some groups may be opposed to it but I believe the vast majority of people want this built. It will make the Phoenix metropolitan area a better place to live. I've talked to about 10 people who know about the project and they all pretty much say the same things such as when will it get built, why is it delayed, it will do so much for the area.

This project has my full support and vote. This is the type of project that I want my tax dollars to fund. Please put this project high on the priority list.

Sincerely,

George Hubert
1934 W. Bonanza Ln
Phoenix AZ 85085

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div></div><div><div><div><div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div></div></div></div></div><div><div><div><div><div></div><div><div>From: Projects</div><div>To: ADOT</div><div>Subject: FW: Loop 202 Comments</div><div>Date: Tuesday, April 30, 2013 8:57:25 AM</div></div></div></div></div></div><div><div></div><div><div><div>From: Dave Huffman [mailto:david.huffman@cox.net]</div><div>Sent: Thursday, April 25, 2013 6:45 AM</div><div>To: Projects</div><div>Subject: Loop 202 Comments</div></div></div></div><div><div><div>1</div><div>I am in total support in getting this new freeway completed as it will really help relieve traffic in many parts of the Valley. Look at a map and you can quickly see the one hole we have in our otherwise excellent freeway system.</div></div><div><div>I don't see the argument as to how this new freeway would increase pollution. Building this will not increase the number of cars out there in the Valley or miles driven. It will just change where they are. Instead of stop and go traffic they are now stuck in they will be able to run more efficiently on the new freeway without stopping. It is amazing how a few NIMBYs (Not In My Back Yard) can hold the entire region hostage.</div></div><div><div>David Huffman</div><div>david.huffman@cox.net</div><div>623-910-9745</div></div><div><div>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.</div><div>.</div></div></div></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div>4327</div> <div><div>1</div><div>1 make -- relieve all the traffic congestion that goes</div><div>2 through Interstate 10 through downtown. Having</div><div>3 experienced that traffic jam, this will really be an</div><div>4 improvement. Thank you very much.</div><div>5 MRS. HUGHES: Ray and Karen Hughes.</div><div>6 Well, we were just curious because of the wall is</div><div>7 probably going to be in our -- I mean, right -- we're</div><div>8 going to be right up against the wall, so we were</div><div>9 just curious how high it would be and, you know, is</div><div>10 it going to take the place of our -- our property</div><div>11 wall that's in the back or what the -- you know, how</div><div>12 loud is it going to be with it being right there, you</div><div>13 know.</div><div>14 MR. HUGHES: So right now, we see that</div><div>15 the alignment is -- they have the right-of-way line</div><div>16 is literally on our back property wall. And so we</div><div>17 were talking to the noise folks down here, and they</div><div>18 explained to us what they -- the study that they've</div><div>19 run and that it can be anywhere from 6 to 20 feet</div><div>20 tall. And we're just curious when those designs will</div><div>21 be finalized and how tall the wall will be and then</div><div>22 also how close it would be to a property wall.</div><div>23 That's all.</div><div>24 And then the other thing that we're very</div><div>25 interested in knowing is when will the decision be</div></div> <div>Page 5</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

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>As mentioned in the sidebar on page 4-91 of the Final Environmental Impact Statement, the Draft Environmental Impact Statement is based on preliminary design and traffic information. As the design would progress to the Final Design phase, if an action alternative were to become the Selected Alternative, 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. Noise walls would mostly be located at the edge of the freeway lanes, not at the property line.</p>

Code

Comment Document

2

1 made on a final bill? We've been in limbo with our
2 home because at one point we were in the right-of-way
3 and now we're not which is okay, but we're just
4 trying to plan obviously for the future and any
5 improvements we'd like to make on the home and all
6 that. Obviously we won't do that if we were
7 remaining in the right-of-way and they want to take
8 it.

9 So, you know, I think that's all we have
10 to say. We're just more interested in how they would
11 design the wall with those property owners that it
12 would be right up against, so.

13 MR. HANCOCK: My name is Jordan Hancock.
14 I'm a student over here at Chandler-Gilbert. I first
15 learned of the freeway through a friend. She's from
16 the Akimel O'odham tribe, Gila River. She's from the
17 reservation, the Pima reservation, where ADOT was --
18 there was three options, from my understanding, of
19 the freeway, and they first tried to push it onto
20 their land.

21 And I became aware of some of the abuses
22 that they were doing, especially from the contractor
23 Pangea, that they were going to pay to build the
24 freeway on the Gila land. So that's when I first
25 became aware of this and became opposed to the

Page 6

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

Code	Comment Document
	<div><div>LOOP 202</div><div>South Mountain Freeway Study</div><div>2013</div></div> <div><div>Draft Environmental Impact Statement</div><div>COMMENT FORM</div></div> <div><div>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</div><div>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.</div><div>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</div></div> <div><div>It is helpful to ADOT to receive comments on:</div><div><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></div> <div><div>Comments must be received or postmarked by July 24, 2013.</div><div><div>1</div><div>2</div><div>3</div><div>4</div><div>5</div><div>6</div><div>7</div><div>I support construction of the sm Freeway ONLY if it can be located South of Pecos on the Gila Indian Land or even further south to facilitate a truck bypass. I do not support construction along Pecos Rd in any manner. The impact of the air quality and quality of life in general are my main objections. In addition as an avid cyclist I am concerned over the loss of Pecos Rd which is a main bicycle path in this community. There is no identified alternative to Pecos Rd for cyclists.</div></div></div> <div><div>Optional</div><div>Name <u>Larry Hughes</u> Email <u>lehughes227@gmail.com</u></div><div>Address <u>1693 E. Glenhaven Dr.</u></div><div>City <u>Phoenix, AZ</u> State _____ Zip <u>85048</u></div><div>Phone _____ Fax _____</div><div>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</div><div><div>ADOT</div><div>U.S. Department of Transportation Federal Highway Administration</div><div>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</div></div></div>

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	<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	The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other "loop" freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. The State Route 85/Interstate 8 Alternative was evaluated for the proposed project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.
4	Alternatives, 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.
5	Air Quality	
6	Neighborhoods/ Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
7	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
4235	<div><p>1 I'm Ed Mears; I work for Pulice</p><p>2 Construction and Project Development; Pulice</p><p>3 Construction was founded here in Phoenix 57 years ago</p><p>4 this week, and we employ over 500 folks in the</p><p>5 highway construction business. And we do support</p><p>6 this project going forward. We recommend that we</p><p>7 move through the EIS process as quickly as possible</p><p>8 to help keep our employees gainfully employed and</p><p>9 building for the Valley, our local employees.</p><p>10 I enjoy the work we do. We enjoy working</p><p>11 for ADOT and the Maricopa County officials in these</p><p>12 projects that we're able to develop. And that's our</p><p>13 position that we support this project and I'd just</p><p>14 say build, build, build. Thank you.</p><p>15 THE FACILITATOR: Dale Huish. Dale. He</p><p>16 may have just registered.</p><p>17 Dale Huish. Did I pronounce that right,</p><p>18 sir?</p><p>19 MR. HUISH: That's correct.</p><p>20 My name is Dale Huish; I live in Gilbert,</p><p>21 and for the last four years, I'm the majority owner</p><p>22 of Pecos Storage, which is on the south side of Pecos</p><p>23 Road right at the 32nd Street interchange. About</p><p>24 40 percent of our customers come from the Ahwatukee</p><p>25 area. The other 60 percent are from neighboring</p></div> <div><p>Page 49</p><p>Driver and Nix Court Reporters - (602) 266-6525</p><p>www.drivernix.com</p></div>

Code	Issue	Response

Code	Comment Document
1	<p>1 cities. My concern with the way that it's being</p> <p>2 built is that we lose east access and west access,</p> <p>3 because currently there's going to be no side roads</p> <p>4 or no interchange at 32nd Street. That will</p> <p>5 effectively put us out of business, because people</p> <p>6 that are towing fifth wheels, boats, driving big RVs</p> <p>7 aren't going to want to make the extra additional</p> <p>8 three miles to go around Chandler Boulevard and up</p> <p>9 32nd Street.</p> <p>10 Is there any thoughts that you guys have</p> <p>11 put into what to do with 32nd Street to make that</p> <p>12 more accessible to the east and the west for us?</p> <p>13 THE FACILITATOR: Sir, this isn't a Q&A.</p> <p>14 MR. HUIISH: Oh, I'm sorry.</p> <p>15 THE FACILITATOR: That's okay, you're</p> <p>16 welcome to provide your comments. This just isn't a</p> <p>17 Q&A-type environment.</p> <p>18 MR. HUIISH: Oh, I apologize. Okay, well,</p> <p>19 that was my concern. Again, we've been there for 4,</p> <p>20 4 1/2 years. We do a good business. We serve</p> <p>21 Ahwatukee, Gilbert, Tempe, Chandler, and we have to</p> <p>22 access from three points, and we'd like to have some</p> <p>23 type of access so we can continue to do business.</p> <p>24 Thanks.</p> <p>25 THE FACILITATOR: Thank you, sir.</p> <p>Page 50</p> <p>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
1	Traffic	The determination to not include an interchange at 32nd Street was made in coordination with the City of Phoenix (see Figure 3-8 on page 3-15 of the Final Environmental Impact Statement). The interchange would have displaced more than 100 homes and would have been located near an existing high school. 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). There are no provisions for frontage roads connecting 32nd Street to 40th or 24th Streets in the project again because of right-of-way constraints. Access to 32nd Street would remain available from Chandler Boulevard and other east-west local streets.
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
	4279
	<div><div>1Phoenix, Arizona</div><div>May 21, 2013</div><div>210:00 a.m.</div><div>3</div><div>4P R O C E E D I N G S</div><div>5</div><div>6MR. HUIISH: I'm Dale Huish, H-u-i-s-h, and I'm</div><div>7the owner of Pecos Storage, which is located on the south</div><div>8side of 32nd Street and Pecos.</div><div>9My concern is currently we have three directions</div><div>10of access, which is east and west, both on Pecos, and then</div><div>11north on 32nd. The current -- I should say with South</div><div>12Mountain currently, if the freeway goes through, we would</div><div>13lose our east and west access. We would only be accessed</div><div>14by 32nd Street, where currently we have access from the</div><div>15east and west, severely impacting our customers' ability</div><div>16to get in and out with RVs, with fifth wheels, with both.</div><div>17It would create a three- to four-mile extra drive than</div><div>18they currently have.</div><div>19Right now, approximately half of our customers</div><div>20access us through 32nd Street and the other half come from</div><div>21Pecos Road. It would probably put us out of business if</div><div>22we were not able to come to a resolution, either be</div><div>23relocated, bought out, getting access somehow off of the</div><div>24freeway.</div><div>25That's it.</div></div>
	Page 2
	Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

1

2

Code	Issue	Response
1	Traffic	The determination to not include an interchange at 32nd Street was made in coordination with the City of Phoenix (see Figure 3-8 on page 3-15 of the Final Environmental Impact Statement). The interchange would have required the displacement of over 100 homes and would have been located near an existing high school. The City recommended that, based on these impacts, the interchange be removed from the study. In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system, including the shift of access to Foothills Reserve and Calabrea from Pecos Road to Chandler Boulevard. The City study found no adverse effects on the local street system from the freeway (see Appendix 3-1 in the Final Environmental Impact Statement).
2	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
	<div>Thomas Hulen<div>Document Created: 7/24/2013 9:54:23 AM by Web Comment Form</div>I oppose the South Mountain Freeway Loop 202 extension for the following reasons.</div>
1	<div>•Increased traffic and congestion: Benefits of new highway construction are typically short lived.</div>
2	<div>New freeways encourage additional vehicle use, and the new “uncongested” areas are soon just as congested as other roads in the area. This congestion further exacerbates air quality issues, resulting in more pollution spread out over a larger area.</div>
3	<div>Additionally, these new roadways promote suburban sprawl. The new access to areas previously undeveloped results in new housing, shopping, and business centers, and people must drive longer distances to reach their homes, schools, or work, creating more traffic and congestion. Sprawl also affects our standard of living by making car ownership mandatory. Without efficient transportation options, it becomes critical to own a car in order to participate in our society. Funding highway projects disproportionately with other transportation options severely limits our choices.</div>
4	<div>•Diminishing air quality and increased potential for health problems and environmental degradation: More vehicles travelling more miles equal more pollution. This is a problem for public health as well as environmental health. The Phoenix area already suffers significantly from poor air quality, much of it related to vehicles. Pollution from vehicles also contributes significantly to climate change.</div>
5	<div>•Increased dependence on fossil fuels and energy waste: An increase in the daily vehicle miles</div>
6	<div>traveled further increases our dependence on foreign fuel sources and puts even more strain on the natural resources of our own country.</div>
3	<div>•Burden on the local tax base: Construction and maintenance of highways and the development associated with them increases our tax burden. When a new residential or commercial development is built outside of an existing community, roads, sewer systems, and water lines have to be built to service the urban sprawl. In most cases, neither the developers nor the new residents pay their full, fair share – it is the rest of the community that makes up the difference. In most urban areas, the middle class and poor bear a disproportionate share of this burden. Additionally, most new, sprawling development costs more to build and service than the taxes or fees it generates.</div>
7	<div>•Destruction of habitat and dissection of wildlife corridors: Roads have been identified as a major threat to the persistence of many wildlife populations. They result in increased mortality, habitat loss and degradation, reduced access to vital resources, and division of populations. The proposed South Mountain Freeway will not only destroy habitat and result in direct mortality of some wildlife, but it will also bisect an important corridor that allows movement between South Mountain Parkland the Sierra Estrellas Mountains, as well as to other areas.</div>
	<div>•Inefficient use of valuable land: Smart growth ideas are based on the ability to use land efficiently and for the greater good of the surrounding communities. It enables us to preserve open space and habitat while also making it easier for residents to live and work, thus</div>

Code	Issue	Response
1	Purpose and Need	<div>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).</div> <div>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.</div>
2	Air Quality	<div>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</div>
3	Secondary and Cumulative	<div>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.</div>
4	Health Effects	<div>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</div>
5	Air Quality	<div>Not all vehicle miles travelled are equal in terms of air pollution. Driving in congested traffic, at slow speeds, is suboptimal in terms of fuel efficiency and tailpipe emissions. Also, due to fleet turnover (older vehicles being replaced by newer ones meeting tighter U.S. Environmental Protection Agency emissions standards), emissions can decrease in the future even if traffic increases (for an example of this, see the projection of mobile source air toxics emissions in the Final Environmental Impact Statement on page 4-77). This is how the proposed action is expected to lower regional air pollution levels (see response #2).</div>

Code	Comment Document
	<p>enhancing quality of life. The amount of valuable space used up by the construction of freeways further hinders the ability of smart growth plans to be implemented and maintained successfully.</p> <p>Alternatives to the Proposed Freeway Include:</p> <ul style="list-style-type: none">•Increase funding for clean public transportation options such as fuel-efficient buses and rail projects.•Encourage Transit-Oriented Development to integrate public transit, land use (residential,commercial, industrial, open-space), and the environment.•Encourage innovative, incentive-based programs that encourage walking, biking, carpooling, or the use of public transportation.•Authorize zoning decisions that encourage mixed-use development.
8	
9	

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

Code	Issue	Response
9	Planning	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.

Code	Comment Document
1	<div><div>Steven Humbert</div><div>Document Created: 6/19/2013 4:42:55 PM by Web Comment Form</div><div>I, respectfully, would like to submit that in the vicinity of the north west alignment of the Loop 202 South Mountain Freeway exist several establishments that engage in transportation of oversize loads. Access ramps to the Loop 202 South Mountain Freeway, particularly at Lower Buckeye, would likely be destined to serve in the future as a significant and major gateway for access to the statewide freeway system. Oversize loads including bridge girders with overall load lengths of 150 to 200 feet are not uncommon. I would request that consideration be given to the appurtenances and configurations of these ramps and the approaches to these ramps including medians, islands, lighting, signage, signals, turning radius, utilities, lane run outs, etc. to facilitate and accommodate the freeway access and transport of oversize loads. Thank you.</div></div>

Code	Issue	Response
1	Design	The design vehicle used to design the intersections and ramps would be in compliance with standards and reflect anticipated turning movements of the larger vehicles.

Code

Comment Document

From: [Projects](#)
To: [ADOT](#)
Subject: FW: comment on proposed South Mountain Freeway
Date: Monday, May 20, 2013 8:45:29 AM

From: Bobbi K. Hunt [mailto:bhunt@farmersvision.com]
Sent: Friday, May 17, 2013 5:36 PM
To: Projects
Subject: comment on proposed South Mountain Freeway

To Whom It May Concern:

Please, please, please approve a “No Build” option for this leg of the 202 freeway!!! We have been homeowners in the Ahwatukee Foothills for 13 years and thoroughly enjoy it just as it is!

This proposed freeway, no matter if built on Pecos or Gila River land, would DEVESTATE our community!!! The pollution will sit against South Mountain and choke us, the traffic noise will be deafening to our tranquil environment and the destruction of our church and hundreds of homes is unthinkable!!! This freeway will simply turn our community into a filthy truck bypass running from Mexico to Canada, which could easily be constructed further south with Hwy 8 thru unused desert! This freeway is also tremendously UNNECESSARY! We rarely travel to the NW valley, except for an occasional football game, and when we do, I10 works just fine! It will not even save any commuting time for our downtown workers, because it comes out on the far end of the metro area.

ADOT and MAG – PLEASE update your antique 30-year road plan with one of today’s needs and growth (i.e. light rail), instead of hanging on to something that makes NO SENSE any longer! Would you still be using a computer from 30 years ago... or even a car from 30 years ago – NO!!!

Thank you for allowing my input,

Bobbi K. Hunt
326 E. Wildwood Drive
Phoenix, AZ 85048
480-460-4644

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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	Air Quality	<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>
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	Neighborhoods/Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
6	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.
7	Trucks	
8	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.

(Responses continue on next page)

Code	Comment Document

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	Purpose and Need	An analysis of the origins and destinations of projected freeway users is presented in Figure 3-18, on page 3-36 of the Final Environmental Impact Statement. Freeway users are defined as those motorists who pass through the bend of the freeway (around the South Mountains). So, this does not count motorists in Laveen Village who go to Interstate 10 (Papago Freeway) and motorists in Ahwatukee Foothills Village who go to Interstate 10 (Maricopa Freeway). The results of the origin-destination analysis show that 73 percent of the traffic going around the South Mountains has origins or destinations in the area within or around the Study Area and supports the conclusion that the proposed action would serve east-west mobility consistent with commuting movements.
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, Nonfreeway Alternatives	

Code	Comment Document						
1	<div><div>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div><table><tr><td>INCOMING CALL DATE: 5/18/13</td><td>INCOMING CALL TIME: 4:29 PM</td></tr><tr><td>CALLER: SHARON HURACIK</td><td>CALLER ADDRESS: 2440 E. NESSDOW, PHOENIX, AZ</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div>CALLER REMARKS/QUESTIONS: I would like to say that I am in favor of the South Mountain Freeway.</div></div>	INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 4:29 PM	CALLER: SHARON HURACIK	CALLER ADDRESS: 2440 E. NESSDOW, PHOENIX, AZ	PHONE:	EMAIL:
	INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 4:29 PM					
	CALLER: SHARON HURACIK	CALLER ADDRESS: 2440 E. NESSDOW, PHOENIX, AZ					
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
2	<div><p>1 worse. I don't want to move because the traffic is</p><p>2 unbearable, and I don't have stores, restaurants,</p><p>3 hospitals, et cetera. They're waiting for this</p><p>4 freeway. I like where I live. I live in Laveen, and</p><p>5 I love the rural part of it. I love South Mountain,</p><p>6 but it's just unbearable. And I already know people</p><p>7 that are failing because of it, and we have worked so</p><p>8 hard to make it be a nice, good city that I don't</p><p>9 want to see it go downhill.</p><p>10 I would also like to request that the</p><p>11 freeway be pleasing to the eye, decorate it. I was</p><p>12 on the east side of the airport the other day; it had</p><p>13 like cute little purple swirls; it had a little, I</p><p>14 don't know, Hopi Indian decorated things; it just</p><p>15 made it look so much nicer, and I think especially in</p><p>16 that area that would be great. The last eleven years</p><p>17 I've lived all around South Mountain, Ahwatukee,</p><p>18 South Phoenix, and Laveen. I have always been for</p><p>19 the freeway, no matter where I've lived, just because</p><p>20 I understand it's the right thing to do with the city</p><p>21 growing so much. And we all love and appreciate</p><p>22 South Mountain. Please make it happen, thank you.</p><p>23 THE FACILITATOR: Thanks.</p><p>24 We're going to take a ten-minute break to</p><p>25 change out the panel. When the ten-minute period is</p></div> <div>Page 54</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response
2	Visual Resources	<p>The Arizona Department of Transportation Roadside Development Section is responsible for assigning a wide range of standard treatment applications and wall materials, including color, to noise barriers and other structures. Typically the community where the wall will be constructed would work closely with its City Architect or planning department to decide on a theme for the wall. Usually, this can be accomplished by using the Arizona Department of Transportation's standard applications. As an example, for State Route 101 Loop (Pima Freeway) in Scottsdale, the City of Scottsdale chose to add public art to the noise barriers. The City's intent went above and beyond the Arizona Department of Transportation's guidelines of reasonable aesthetic treatment and, therefore, the Arizona Department of Transportation did not fund the aesthetic portion of the project. The Arizona Department of Transportation and the City of Scottsdale entered into an intergovernmental agreement for the purposes of allowing Scottsdale rights to design and construct artistic embellishment on the Arizona Department of Transportation-supplied noise barrier. The Arizona Department of Transportation provided the funds for construction of the noise barriers themselves, but the City of Scottsdale provided the funds to cover the aesthetic portion of the walls. Final Environmental Impact Statement page 4-171 explains the process municipalities might take to achieve the desired aesthetic treatment for noise barriers or other structures.</p>

Code	Comment Document
	<div>Document Created: 6/22/2013 7:08:19 PM by Web Comment Form</div> <div><div><div>1</div><div>2</div><div>3</div><div>5</div></div><div>4</div></div> <p>As a life long Ahwatukee native, I STRONGLY OPPOSE the building of the proposed expansion along the Loop 202 South Mountain Freeway. This solution does not seem logical as it would destroy numerous homes within the area and community churches, it will highly impact schools that lie along Pecos Rd and within the immediate surrounding community of Lakewood, it will increase pollution in the area impacting our children's health and the health of the general community and it will destroy pristine habitat for local wildlife. This will without a doubt dampen the beauty of the community of Ahwatukee and will decrease home values for those communities that lie along the freeway. Cheaper is not necessarily smarter.</p> <p>Building upon our current public transportation systems such as the Light Rail and bus systems seems like a more logical route to go. In the long run, if the city of Phoenix wants to grow and continue to make room for our growing community, it needs to look to other big cities such as Chicago and New York for guidance an build better public transportation systems. This will help the populations in bordering cities travel to and from their homes on the East and West sides of the valley to central Phoenix, Scottsdale and Glendale areas. If we really want to lower the amount of pollution we have in Phoenix, we need more incentive to decrease the amount of vehicles on the road. Building more freeways only encourages people to continue to use their own vehicle and deters them from utilizing more environmentally friendly options such as using our public bus system, light rail system, and car pooling.</p> <p>Please help keep Ahwatukee a beautiful, vibrant and healthy place to live and raise a family in the "big city." Ahwatukee is truly a unique place to grow up and holds a very special place in my heart, as well as in the hears of thousands of other families here.</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	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	Health Effects	
4	Biology, Plants, and Wildlife	
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	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.
7	Neighborhoods/ Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).

Code

Comment Document

4173

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.

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

7 Okay. Thank you very much.

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.

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.

20 That's it.

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.



Page 3

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>June 18, 2013</p> <p>MARIANNE HUTCHINSON 11207 SOUTH TALAVI LANE PHOENIX, AZ 85044</p> <p>Re: Loop 202</p> <p>The idea of putting an inter-state and international truck route short-cut through Ahwatukee is an extremely costly mistake. Not only is it the cost of the hundreds of homes and businesses that will be destroyed. The cost also air and noise pollution, an inevitable increase in crime, and definitely the quality of life in Ahwatukee. It will no longer be the delightful community we enjoy living in now.</p> <p>I agree that trucks need to bypass central Phoenix, but an alternative is obvious. Trucks should have been route</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	Acquisitions and Relocations	
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	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	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.
7	Neighborhoods/Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).

Code	Comment Document
	
8	<p>at on Interstate 8 long ago, and then th on Hwy 85 to join up with I-10. would be much less costly to widen 30 or so miles of Hwy. 85 to carry heavy traffic). Please spare Ahwatukee a detrimental portion of Loop 202, and to build it on Pecos Road!</p> <p>Sincerely, Marianne Hutchinson</p> <p>Also from Karin Gray and family 4021 E. Lakeside Blvd. Phoenix, AZ 85044</p> 

Code	Issue	Response
8	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. 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 Final Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 10 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.
9	Alternatives, E1 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
	<p>Will the public vote on the proposed freeway?</p> <p>NO</p> <p>"No public vote will be held as part of the Draft for the Environmental Impact Statement review process."</p> <p>On page 9 in the pamphlet: <u>Public Participant Guide by ADOT</u> it states, "The proposed Loop 202 South Mountain Freeway was first included in funding approved by Maricopa County voters in 1985. It was also part of the funding passed by Maricopa County voters in 2004 through Proposition 400 for implementation of the Regional Transportation Plan."</p> <p>Really, we in the Ahwatukee/Foothills were not notified that was slipped into this Plan, unnoticed.</p> <p>Since then, multiple builders were allowed to build and build for the last 25 years without regard or restrictions to any future freeway plans. The building department of Phoenix, the State of Arizona and ADOT never gave guidelines to locate, designate or place restricted land boundaries for a future freeway on any builders or home buyers.</p> <p>Today in 2013, the costs of right-of-way acquisition of 733 to 1304 homes and 41 businesses, utility relocations and underground mining repairs are estimated to be 1.3 to 2 hundred million, before construction starts. It's outrageously costly for tax payers.</p> <p>I urge taxpayers to write protest letters to ADOT before the July 24th deadline.</p> <p><i>Jennifer Jhe</i> 2713 E. Cathedral Rock Dr Phoenix AZ 85048 480-759-7887</p>

Code	Issue	Response
1	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>
2	Social Conditions	<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> <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 based on the risk that the freeway would eventually be built. Citizens were also aware of the potential and chose to buy homes near the freeway despite the same risk. Information related to freeway awareness and the responsibilities of the City of Phoenix, developers, and the Arizona Department of Transportation related to disclosure of the planning for the freeway is presented on page 4-13 of the Final Environmental Impact Statement.</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>

Code	Comment Document
4338	<div><p>1 more trains and things like that. Oh, and no more</p><p>2 building near our home, please. We want to respect</p><p>3 the Indian reservation. We want to work in</p><p>4 cooperation with them. Thank you.</p><p>5 UNIDENTIFIED SPEAKER: So we live on</p><p>6 Pecos and from what I see on the map over there,</p><p>7 there's going to be a new bridge that's being built</p><p>8 and I don't want it to ruin my home. There's not</p><p>9 going to be any type of privacy. People can look</p><p>10 right down into my home. I mean, sure there will be</p><p>11 a wall, but you can still see over it. It's going to</p><p>12 cause more accidents. What if accidents come over</p><p>13 the wall into our home area and destroy it, and</p><p>14 that's something I don't like. Please, please stop</p><p>15 building it. Thank you.</p><p>16 MS. INNIS: Hi, I'm Lillian Innis and I</p><p>17 lived in the Gila River community for quite some</p><p>18 time, and I've also lived in Ahwatukee for a couple</p><p>19 of years and I've been going to school in Ahwatukee</p><p>20 since I was in kindergarten, and I do not like this</p><p>21 freeway or I do not -- I feel like what some people</p><p>22 say that, like, the freeway is going to do, I feel</p><p>23 like it won't meet up to their expectations. And a</p><p>24 lot of them think money first instead of with, like,</p><p>25 actual thoughts of future generations and me when I</p></div> <div><p>Page 24</p><p>Driver and Nix Court Reporters - (602) 266-6525</p><p>www.drivernix.com</p></div>

Code	Issue	Response

Code	Comment Document
1	<div>grow up and how I will be affected and my children's children.</div> <div>And I also feel like all the health, like, complications to bring up, it's just crazy. Because I take early childhood and we talked about how freeways affect children and development and birth, and it's -- it's not good, like, at all. And I don't see how people can, like, just sit there and say they're for it without even thinking about all this stuff before and ahead of time.</div> <div>And people are going to wish they didn't have this freeway. Like in, like, hundreds of years, they're going to wish we, like, stopped now and stopped, like, building stuff. And we don't have the money to build this stuff anyways, in the first place, with our economy. So, yeah, that's how I feel about this freeway.</div> <div>MR. BRIGGS: Tom C. Briggs. And then -- I'm trying to think. My one suggestion would be is, try to work at removing the 32nd Street bridge and work to provide the U-Haul storage place with access through the tribal lands. No need to build a multibillion dollar bridge for that sole business's benefit. That's one.</div> <div>The other comment would be within the</div>
2	

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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	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
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Code	Comment Document
	<div><div>LOOP 202</div><div>South Mountain Freeway Study</div><div>2013</div></div> <div><div>Draft Environmental Impact Statement</div><div>COMMENT FORM</div></div> <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> <div><div>It is helpful to ADOT to receive comments on:</div><div><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></div> <div><div>Comments must be received or postmarked by July 24, 2013.</div><div>DEAR ADOT:</div><div>WE ATTENDED THE PUBLIC COMMENT OPEN HOUSE IN CHANDLER, AZ RECENTLY CONCERNING THE BUILDING OF THE SOUTH MOUNTAIN FREEWAY.</div><div>1 WE ARE TOTALLY OPPOSED TO THE BUILDING OF THIS FREEWAY.</div><div>2 THIS WILL BE NOTHING MORE THAN A TRUCK BY-PASS AROUND SOUTH MOUNTAIN, TO BENEFIT THE MEXICO - U.S. - CANADA CONNECTION.</div><div>3 THE ADOT ALWAYS SEEM TO TOUT THE BENEFITS THAT MIGHT ACCRUE, BUT YOU NEVER SEEM TO MENTION THE COSTS INVOLVED, NOT JUST FINANCIAL COSTS, BUT THE HUMAN COSTS; DESTRUCTION OF PARTS OF SOUTH MOUNTAIN, THE LOSS OF HOMES, BUSINESSES,</div><div>4 5 SCHOOLS, PLACES OF WORSHIP, ENVIRONMENTAL DEGRADATION OF THE AREA, SUCH AS TOXIC SPILLS AND OTHER POTENTIALLY CATASTROPHIC DAMAGE.</div><div>6 THERE IS ALREADY A BY-PASS AVAILABLE FROM</div><div>7 HIGHWAY 85, UPGRADED TO INTERSTATE STATUS, (COVER)</div><div><div>Optional</div><div>Name _____ Email _____</div><div>Address _____</div><div>City _____ State _____ Zip _____</div><div>Phone _____ Fax _____</div></div><div><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></div><div><div>ADOT</div><div>U.S. Department of Transportation Federal Highway Administration</div><div>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</div></div></div>

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	Section 4(f) and Section 6(f)	
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	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.
6	Hazardous Materials	
7	Alternatives	The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other “loop” freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. The State Route 85/Interstate 8 Alternative was evaluated for the proposed project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.

Code	Comment Document
	<div><div>LOOP 202</div><div><i>South Mountain</i> Freeway Study</div><div>2013</div></div> <div><div>Draft Environmental Impact Statement</div><div>COMMENT FORM</div></div> <div><div>Additional Comments:</div><div>CONNECTING TO I-8, WHICH CONNECTS TO I-10.</div><div>WE IMPLORER YOU TO EXERCISE THE NO-BUILD OPTION ON THE LOOP 202 - SOUTH MOUNTAIN FREEWAY.</div><div>THANK YOU</div></div>

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

ADOT



FOR MORE INFORMATION:

azdot.gov/SouthMountainFreeway

Code	Issue	Response
8	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

4282

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MS. FINNER: My name is Jill Finner, F-i-n-n-e-r.

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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.

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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.

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I'm in opposition to building a new casino and hotel that our current infrastructure cannot support.

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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.

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Thank you.

* * *

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MR. ISLAUB: My name is Lynwood Islaub,

Page 3

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Code	Issue	Response

Code	Comment Document
1	<div><p>L-y-n-w-o-o-d I-s-l-a-u-b.</p><p>My prime concern is that the impact study does not take into account the congestion that's going to be created on Chandler Boulevard. Pecos Road currently carries a significant amount of traffic that goes out to the eastern end of South Ahwatukee -- or the western end of South Ahwatukee. All traffic is now going to be funneled onto Chandler Boulevard. They're even building an extension of Chandler Boulevard out to 27th Avenue. All those residents will now, because they won't have the access to Pecos Road, be coming down and funneling onto Chandler Boulevard.</p><p>The residents between 40th Street and 24th Street are all going to lose their access point because 32nd Street won't have an on-ramp or off-ramp. There won't be any perimeter roads on this freeway as there are on most other freeways in the Valley, so the residents will all funnel onto Chandler Boulevard and traffic will become gridlock. There's no alternative. The way Ahwatukee is built, Chandler and Ray loop up in the 24th Street area, but from that point on, it's Chandler Boulevard all the way out to 27th Avenue, and that's a concern.</p><p>I think it's going to become a significant issue for the residents in the southwestern portion of</p></div> <div>Page 4</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response
1	Traffic	<p>The extension of Chandler Boulevard west of 19th Avenue is included in this project because reasonable access must be maintained to the neighborhoods at the west end of Pecos Road (see Figure 3-33 on page 3-57 in the Final Environmental Impact Statement). Early in the study process a traffic interchange at approximately 27th Avenue was evaluated but ultimately eliminated because of increased residential displacements and cost.</p> <p>Traffic that currently uses Pecos Road will be able to use the freeway once it is constructed. 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.)</p>
2	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 Final Environmental Impact Statement). Construction of the interchange would have resulted in the displacement of over 100 homes and the interchange would have been located near an existing high school. Access to 32nd Street is to remain available from Chandler Boulevard and other east-west local streets. 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). 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.</p>

Code	Comment Document
	<div><div></div><div><div>1Ahwatukee -- southeastern portion of Ahwatukee.</div><div>2That's all I have to say.</div><div>3</div><div>4* * *</div><div>5</div><div>6MR. ELTERS: My name is Bassam Elters,</div><div>7B-a-s-s-a-m E-l-t-e-r-s.</div><div>8My comments are that I support the Loop 202.</div><div>9I've lived in Arizona for 30 years and in the Valley for</div><div>10nearly 10 years. The traffic congestion in the area needs</div><div>11a practical solution. This corridor has been a part of</div><div>12the regional plan for years. The voters approved it</div><div>13twice, and it's time to build it.</div><div>14That's it.</div><div>15</div><div>16* * *</div><div>17</div><div>18MR. NOVAK: My name is Will Novak, N-o-v-a-k.</div><div>19I just wanted to put in a comment that I hope</div><div>20they don't build anything and save the billion-and-a-half</div><div>21dollars and do something else with it, like build some</div><div>22light rail trains or plant 15 million trees or build a</div><div>23commuter rail, any of the number of things we need in</div><div>24Phoenix.</div><div>25This is a city that is really -- we've got our</div></div></div> <div><div>Page 5</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Comment Document
	<div>4262</div> <div><div><div>1</div><div>2</div><div>3</div><div>4</div><div>5</div><div>6</div><div>7</div><div>8</div><div>9</div><div>10</div><div>11</div><div>12</div><div>13</div><div>14</div><div>15</div><div>16</div><div>17</div><div>18</div><div>19</div><div>20</div><div>21</div><div>22</div><div>23</div><div>24</div><div>25</div></div><div><p>If there's anyone in the ballroom who would like to speak, please make sure you register at the front desk. Thank you.</p><p>Another reminder for those of you who are in the ballroom, if you plan on speaking, please make sure that you register at the registration desk. Your name will appear on the screen; we will call you up when you are registered. Thank you.</p><p>Renee Jackson. Ms. Jackson, you have three minutes.</p><p>MS. JACKSON: Thank you.</p><p>THE FACILITATOR: Here's the timer; please begin.</p><p>MS. JACKSON: Good evening. My name is Renee Jackson, and I'm a proud member of the Akimel O'odham tribe. I reside in Va ki Village, and my children, who are here, they also reside in Gila River. They are also O'odham and also of Apache and Navajo descent. My children reside partly in Komatke Village in Gila River. Komatke is located very near this freeway project in the valley between Estrella Mountains and South Mountain. This valley will eventually act as a gas chamber, holding the deadly particulates and vehicle pollutants over the community of Komatke. But the environmental and</p></div></div> <div><div>1</div><div>2</div></div> <div><div>Page 86</div><div>Driver and Nix Court Reporters - (602) 266-6525</div><div>www.drivernix.com</div></div>

Code	Issue	Response
1	Air Quality	<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>
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>

Code	Comment Document
34	<div><p>1 cultural impacts, coupled with the inevitable health</p><p>2 hazards, extend past Komatke, and ultimately, affect</p><p>3 not only the Gila River Indian Community, but all</p><p>4 four O'odham tribes, the Akimel O'odham, the Tohono</p><p>5 O'odham, the Ak-chin tribe, and the Salt River tribe.</p><p>6 We all hold South Mountain sacred as it is central to</p><p>7 our reservation's story.</p><p>8 My people, my family, my relatives, my</p><p>9 fellow tribal members, our health is at stake, and</p><p>10 our cultural rights are in jeopardy. This freeway</p><p>11 project has divided the community with money and</p><p>12 false promises as the main culprits. My concerns</p><p>13 also extend to the surrounding communities. I</p><p>14 resided in Ahwatukee for years. My children have</p><p>15 attended school in the Kyrene School District since</p><p>16 kindergarten. The negative business externalities</p><p>17 will affect us all, and as you can see, I am strongly</p><p>18 opposed to this freeway. Not only as an O'odham</p><p>19 woman, not only as a mother, but as a citizen of this</p><p>20 community. We need to be better stewards of this</p><p>21 land, making wiser decisions with our future</p><p>22 generations in mind.</p><p>23 Arizona, in particular Phoenix, is cited as</p><p>24 one of the most unsustainable cities in America. To</p><p>25 continue to build and expand exponentially, without</p></div>
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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.
4	Health Effects	
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><div></div><div><div>1 regards to our limited resources, is complete</div><div>2 insanity, and we will pay the cost of all these</div><div>3 terrible public transportation policies. Thank you.</div><div>4 THE FACILITATOR: Thank you.</div><div>5 Anyone else in the auditorium wishing to</div><div>6 speak, please make sure you register at the front</div><div>7 desk.</div><div>8 Janeen Newhouse. Janeen Newhouse.</div><div>9 Ms. Newhouse, you have three minutes.</div><div>10 MS. NEWHOUSE: Okay. Thank you.</div><div>11 THE FACILITATOR: The monitor is right</div><div>12 here; please begin.</div><div>13 MS. NEWHOUSE: Good afternoon. My name is</div><div>14 Janeen Newhouse. I'm from zip code 85339 in Laveen,</div><div>15 and I'm interested in definitely having the 202 go</div><div>16 through. It's been a long time coming. We've had --</div><div>17 the voters have voted it in, two times, I believe,</div><div>18 and just to alleviate congestion around the Broadway</div><div>19 curve, as you guys know, Phoenix is going to be</div><div>20 growing more and more. I don't think that we're</div><div>21 going to be stagnant. And that's just going to</div><div>22 create a lot more traffic, as you gentlemen know.</div><div>23 I'm a huge proponent of it. I do wish that</div><div>24 ADOT would definitely make sure that the wildlife and</div><div>25 animals and, you know, birds are definitely taken</div></div></div> <div><div>Page 88</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Comment Document
	5060
1	1 ***
	2 THE REPORTER: Please state your name.
	3 MS. JACKSON: My name is Renee Jackson, and
	4 I'm a member of the Akimel O'odham tribe in Central
	5 and Southern Arizona. I reside in the Va ki Village,
	6 District 5. And there are several reasons why I
	7 oppose the freeway. In addition to cultural
	8 preservation and land preservation, there are several
	9 discrepancies in the DEIS that I became aware of.
	10 One of the most concerning omissions is
1	11 the lack of information about the trucks coming in
	12 from Mexico. I understand that Mexican regulations
	13 are different from those of the U.S., and those have
	14 not really been talked about in the EIS. And I think
	15 it's a huge, huge error to leave that information
	16 out. I know that another reason -- I know that the
	17 DEIS, or at least concerning the air pollution only
	18 extends to about one-fourth of a mile from the
	19 freeway itself. But as we all know, pollution does
	20 not sit, especially air pollution, does not sit and
	21 stay in this corridor of one-fourth mile from the
	22 freeway.
	23 And there is a huge concern about the
2	24 village of Komatke, located in the west side of Gila
	25 River. There is almost a bowl that is created. The
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Code	Issue	Response
1	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.
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.

Code	Comment Document
3	<p>1 valley between South Mountain, Moadahk, and -- South</p> <p>2 Mountain, Moadahk, to the Komadk, which is also known</p> <p>3 as the Estrella Mountain range, creates a bowl effect</p> <p>4 and all that pollution sits between -- in that</p> <p>5 valley.</p> <p>6 Now, there's -- Komatke is one of the</p> <p>7 biggest villages that we have here in the Gila River.</p> <p>8 There's many children, schools, churches, Boys &</p> <p>9 Girls Center, and many, many residential homes. Now,</p> <p>10 there are already health concerns in our community,</p> <p>11 and the added pollution that this freeway would</p> <p>12 create is just adding to that problem. And I</p> <p>13 understand the argument that it's because the</p> <p>14 metropolis of Phoenix is growing, that we need to</p> <p>15 have this infrastructure in place now. I believe</p> <p>16 that money and effort could be put into the public</p> <p>17 transportation systems, extended light rail, light</p> <p>18 pass, et cetera.</p> <p>19 What a lot of people fail to understand is</p> <p>20 we live in a desert. We have limited resources, and</p> <p>21 we have to think smarter about how we build. Another</p> <p>22 freeway is not going to alleviate the air pollution,</p> <p>23 as they state, it's merely going to -- it's merely</p> <p>24 going to move that pollution to our community.</p> <p>25 The other concern is that the lack of</p>
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Code	Issue	Response
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.
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	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.
6	Air Quality	

Code	Comment Document
7	<p>1 information and the lack of participation that ADOT</p> <p>2 and MAG have given to the Gila River Indian</p> <p>3 Community, outside of this public forum. There has</p> <p>4 been little participation in getting information to</p> <p>5 the people of the community. I believe that everyone</p> <p>6 in the community has not had enough information about</p> <p>7 this freeway, and the fact that that lack of</p> <p>8 participation from the State to our community and the</p> <p>9 fact that this time to comment is very short is going</p> <p>10 to give it a skewed interpretation of how Gila</p> <p>11 River feels.</p> <p>12 There was not -- there's not enough</p> <p>13 outreach to the community. There's not enough</p> <p>14 availability for the community to give their concerns</p> <p>15 other than these forums. I believe that this forum</p> <p>16 itself, today, is another way to silence the people</p> <p>17 of Gila River. There should have been greater</p> <p>18 emphasis of having community members be able to speak</p> <p>19 about how they feel about the freeway. Not just</p> <p>20 about the environmental, the health hazards, but more</p> <p>21 about culture and the significance of the mountains</p> <p>22 to us.</p> <p>23 The Gila River Indian Community passed a</p> <p>24 resolution in 2007 declaring that Moadahk, the South</p> <p>25 Mountain, is cultural property of our tribe. We find</p> <p>Page 28</p> <p>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
7	Public Involvement	<p>Communication and coordination with the Gila River Indian Community is described in Chapter 2 of the Final Environmental Impact Statement. A summary of the outreach related to the Draft Environmental Impact Statement is presented beginning on page 6-23 of the Final Environmental Impact Statement. Additional details of this outreach is provided in the following and in Appendices 6-4 and 6-5. After publication of the Draft Environmental Impact Statement, members of the Gila River Indian Community were provided opportunities participate in the environmental impact statement process. The Draft Environmental Impact Statement was published and released to the public for a 90-day comment and review period beginning April 26, 2013, and concluding July 24, 2013 (twice the 45-day comment period required by regulation). In developing this plan, the team also considered specific characteristics of the communities within the Study Area, in conjunction with knowledge gained from previous study-related public involvement efforts. Based on these factors, the following special outreach considerations were integrated into the plan:</p> <ul style="list-style-type: none">• Use advertising and graphics to reach illiterate or environmental justice populations• Use bilingual outreach materials, available upon request• Use Hispanic media outlets• Integrate elected officials, intergovernmental liaisons, and special interest groups into the process• Hold the public hearing along transit lines for those who are transit-dependent <p>The Draft Environmental Impact Statement public outreach strategy included four main components: 1) an awareness campaign; 2) the public hearing; 3) an online public hearing; and 4) community forums. Briefings were provided for the Gila River Indian Community, Community Manager (David White). The Draft Environmental Impact Statement was made available online at <azdot.gov/southmountainfreeway>. Electronic versions of the Draft Environmental Impact Statement were distributed to 119 staff from public agencies on April 26, 2013 (including multiple Gila River Indian Community departments). Hardcopies were also made available for viewing at five locations. Prior to the public hearing, a mailer providing notification of the release of the Draft Environmental Impact Statement and the upcoming public hearing was distributed to approximately 87,000 residents and business within the Study Area, as well as to individuals on the project stakeholder mailing list. The mailer also included an overview of the study and Preferred Alternative and information regarding the shuttle buses to the public hearing, including pick-up and drop-off times. Detailed information regarding the public hearing and the various methods to provide comment on the Draft Environmental Impact Statement were also included.</p> <p>The public hearing was the only location that provided a formal 3-minute public comment opportunity. To optimize the opportunity for public participation and, in particular, participation from identified Title VI populations, the Arizona Department of Transportation offered free shuttle bus service to and from the public hearing, located at the Phoenix Convention Center. Service was provided at three times during the day at two locations on the Gila River Indian Community (Komatke Boys and Girls Club and the Gila River Indian Community Tribal</p>

Code	Comment Document
8	<p>1 that mountain sacred and it is equivalent to a church</p> <p>2 to us. Any disturbance to our church is still a</p> <p>3 disturbance, whether as much as ADOT wants to believe</p> <p>4 that they are trying not to displace wildlife or cut</p> <p>5 into the mountain more than they have to, it is still</p> <p>6 a disturbance to the mountain, and to our spiritual</p> <p>7 well-being as O'odham people.</p> <p>8 I believe that -- I know that this</p> <p>9 freeway system is important not only to ADOT and the</p> <p>10 people of Phoenix, but it is barely -- it is merely</p> <p>11 just another project for them in their transportation</p> <p>12 system. Whereas this, protecting the mountain, is</p> <p>13 vital to our well-being as O'odham people. There are</p> <p>14 various stories that come with the mountain that</p> <p>15 we've been taught, and that we are relearning. And,</p> <p>16 in fact, this fight for this mountain has reignited</p> <p>17 that passion for protecting that mountain, but also</p> <p>18 for sharing those stories as well.</p> <p>19 There are many plants and animals that we</p> <p>20 as O'odham people still hold sacred to -- that live</p> <p>21 there in that mountain range. There are medicinal</p> <p>22 plants that are available, there's "shegoi," there's</p> <p>23 also other foods that we eat from the cactus, the</p> <p>24 "hashem," these -- these plants are already being</p> <p>25 affected by the pollution that's on the mountain</p> <p>Page 29</p> <p>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
7 (cont.)		<p>Governance Center in Sacaton). Parking vouchers and transit passes were provided at the public hearing for participants. The online public hearing webpage went live at 10 a.m. on May 21, 2013, at <azdot.gov/southmountainfreeway> and linked to <smfonlinehearing.com>. All of the materials that were presented at the public hearing, including the study video, display banners, aerial maps, an interactive electronic version of the Draft Environmental Impact Statement, and an online comment form were available through the online public hearing. The online public hearing also contained a welcome video explaining the format of the online public hearing, an overview of the purpose of the online public hearing, and information about how to provide comments. The online public hearing attracted 1,864 visitors (approximately 1,600 visited during the comment period) from across the United States.</p> <p>As an additional participation opportunity, especially for those who may not have been able to attend the public hearing, six community forums were held in strategic locations throughout metropolitan Phoenix, attracting nearly 700 attendees. These forums provided an informal opportunity to learn more about the study and the Draft Environmental Impact Statement.</p>
8	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>
9	Biology, Plants, and Wildlife	

Code	Comment Document
10	<div><p>1 today. It's hard to find anyplace to find a clean</p><p>2 area to harvest these medicines that have not been</p><p>3 tainted with chemicals or air pollution. We have to</p><p>4 preserve those plants, not just as O'odham people,</p><p>5 but as people all of us collectively who live in</p><p>6 these deserts, these plants and animals are vital to</p><p>7 us.</p><p>8 Anybody who has a concern about</p><p>9 conservation of nature should know that this freeway</p><p>10 system, this mere project to the outside community is</p><p>11 going to be devastating for us all. This is not just</p><p>12 an O'odham thing. This is an everybody thing. We're</p><p>13 going to -- we're going to feel the effects of this</p><p>14 freeway system in our health and in our own</p><p>15 well-being.</p><p>16 This desert cannot support this many</p><p>17 people, and I know as we try and try and support and</p><p>18 accommodate for everybody, this society is eventually</p><p>19 going to collapse. It has been seen before,</p><p>20 historically, and it is going to happen again. This</p><p>21 place does not have the resources to house this many</p><p>22 people. Our aquifers, our groundwater is being</p><p>23 depleted. Our plants are being polluted. Our sacred</p><p>24 mountains are now being destroyed.</p><p>25 That's what I have to say.</p></div> <div>Page 30</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response
10	Groundwater	<p>The Study Area is located within two Active Management Areas that are regulated by the State of Arizona. The Arizona Department of Water Resources administers groundwater use. Water level decline in one subbasin can be offset by recharging water in another subbasin of the Active Management Area. The Arizona Department of Water Resources regulates drilling, installation, and abandonment of groundwater wells. (See Final Environmental Impact Statement page 4-104)</p> <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 the text box on Final Environmental Impact Statement page 4-108.)</p>

Code	Comment Document
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Code	Comment Document
	<div>Office: 480 715 3612 Arizona ROC#257718, L-16: 285294 This email is for the use of the intended recipient(s) only. If you have received this email in error, please notify the sender immediately and then delete it. If you are not the intended recipient, you must not keep, use, disclose, copy or distribute this email without the author's prior permission. We have taken precautions to minimize the risk of transmitting software viruses, but we advise you to carry out your own virus checks on any attachment to this message. We cannot accept liability for any loss or damage caused by software viruses. The information contained in this communication may be confidential and may be subject to the attorney-client privilege. If you are the intended recipient and you do not wish to receive similar electronic messages from us in the future then please respond to the sender to this effect.</div>

Code	Issue	Response

Code

Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 6/14/13	INCOMING CALL TIME: 1:28 PM
CALLER: JERRY JACOBS	CALLER ADDRESS: 8727 WEST TERRA BUENA LANE, PEORIA, ARIZONA 85382
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

I support the South Mountain freeway. Thank you. Bye.

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div><p>From: Projects To: ADOT Subject: FW: Build the South Mountain Freeway Date: Tuesday, May 14, 2013 9:44:58 AM</p><hr/></div> <div><p>-----Original Message----- From: jimdjake@yahoo.com [mailto:jimdjake@yahoo.com] Sent: Friday, May 10, 2013 7:26 PM To: Projects Cc: info@buildthe202.com Subject: Build the South Mountain Freeway</p><p>Please build the South Mountain Freeway as soon as possible, I commute from Laveen to Tempe and something needs to be done to relieve congestion in the central core of Phoenix. The tunnel will become gridlock and the Broadway curve a complete joke. Thanks, Jim Jacobson</p><p>Sent from my iPhone</p><hr/></div> <div><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><p>.</p></div>

Code	Issue	Response
1		Comment noted.

Code

Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/17/13	INCOMING CALL TIME: 2:31 PM
CALLER: KILLIAN JAGERNAUT	CALLER ADDRESS: 2612 E. COTIS STREET, PHOENIX, AZ 85028
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

I strongly support the South Mountain Freeway Loop which takes through the South area Pecos and goes all the way to the interstate. This will relieve the maximum amount of congestion we see on 10 East going to Tucson and also Ahwatukee area, Chandler and anything that connects to the freeway. Particularly the morning traffic and evening traffic is something impossible sometimes and backup for miles and miles. We strongly recommend support of the South Mountain Freeway. I am a resident of Phoenix.

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div>1</div><div>2</div><div>3</div><div>4</div><div>5</div><div>6</div><div>7</div></div><div><div>Nancy Jagger</div><div>Document Created: 7/24/2013 5:49:27 PM by Web Comment Form</div><div>Hello. I want to voice my concern over the proposed South Mountain Freeway. As a nearly 20 year resident of Ahwatukee I am very concerned about the impact upon the homes, schools and people of the area. I am concerned for the decreased air quality and increased noise from truck traffic that would divert onto the new freeway. I respectfully ask the commission to relook at alternatives that have been eliminated that would be more friendly to South Mountain park and utilize existing roads from Maricopa connecting to 10 on the West side. Thank you for allowing me to voice my strong resistance to the current proposal.</div></div></div>

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	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	Noise	The Maricopa Association of Governments regional travel demand model forecasts approximately 10 percent truck traffic on the South Mountain Freeway in 2035 (see Final Environmental Impact Statement page 3-64). This percentage is similar to current conditions on Interstate 10 between Loop 101 and Interstate 17 and on U.S. Route 60. 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 4-91). Noise mitigation is designed for this predicted noise level, including the noise from trucks.
5	Alternatives	The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other “loop” freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County.
6	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.
7	Alternatives	A Riggs Road Alternative was considered. It would replace 51st Avenue south of its connection to Interstate 10 (Papago Freeway) for approximately 21 miles. It would then replace approximately 4 miles of Beltline Road in an easterly direction. At the Riggs Road/ State Route 347 intersection, the alternative would replace approximately 3 miles of Riggs Road before connecting to Interstate 10 (Maricopa Freeway) (see Final Environmental Impact Statement page 3-9). While the Riggs Road Alternative would serve regional mobility needs, particularly of those living in the Maricopa area, meeting this travel demand would not address specific planning goals for an integrated regional transportation network. The <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. In addition, nearly two-thirds of any alternative using Riggs Road would be on Gila River Indian Community land. Tribal sovereignty is based in the inherent authority of Native American tribes to govern themselves. While this notion of sovereignty is manifested in many areas, generally Native American land is held in trust by the United States. Native American communities have the authority to regulate land uses and activities on their lands. States have very limited authority over activities within tribal land (see page 2-1 of the Final Environmental Impact Statement). From a practical standpoint, this means that the Arizona Department of Transportation and Federal Highway Administration do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or condemn tribal land for public benefit through an eminent domain process.

Code	Comment Document
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Code	Comment Document
1	<div>David James</div> <div>Document Created: 5/21/2013 2:36:16 PM by Web Comment Form</div> <div>Not only will the South Mountain Freeway create thousands of jobs, it will alleviate the traffic problems through downtown. Decreasing traffic congestion through the downtown and the Broadway Curve will not only save lives, it will reduce air pollution in Phoenix because of the air pollution associated with traffic delays.</div>

Code	Issue	Response
1		Comment noted.

Code

Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/19/13	INCOMING CALL TIME: 5:30 PM
CALLER: DEENA JAMES	CALLER ADDRESS: 1239 EAST GRISWALD ROAD PHOENIX, ARIZONA 85020
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:
I have voted for the freeway two times already. I'm still in favor of it. Goodbye.

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div>Tracie James</div> <div>Document Created: 7/9/2013 6:25:54 PM by Web Comment Form</div> <div>Please do not fund the 202 freeway extension. This cannot be the best solution. Please reconsider options with less environmental and fiscal impact on our community. Thank you in advance for your thoughtful consideration.</div>

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
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	<div><div><div><div><div></div><div><div></div></div></div><div><div><div>From:</div><div>Sent:</div><div>To:</div><div>Subject:</div></div><div><div>sharkb8@aol.com [mailto:sharkb8@aol.com]</div><div>Friday, June 07, 2013 9:32 AM</div><div>Projects</div><div>South Mountain Freeway Comments</div></div></div></div></div></div>
	<p>The South Mountain Freeway could forever be known as Arizona's biggest environmental blunder.</p> <p>I've lived in the South Tempe/Ahwatukee area since 1976. I know this area better than most. I want to make it clear that my current home does not sit in the path of the proposed freeway. Following are some of my observations on this proposed freeway and the area I currently call home.</p> <p>Many including ADOT state that this freeway alignment has been on ADOTs maps as early as 1985, and adopted as a specific alignment in 1988 well before houses were built and therefore that affords ADOT some kind of claim of "freeway domain." Well, as we all know, 28 years is an eternity in Phoenix area metropolitan growth and times do change.</p> <p>When that route was chosen, the only "road" anywhere in the area was a dirt access road for SRP maintenance on the hi tension power lines that run next to what is now Pecos Road. The thought at that time was that there was no development (Chandler Blvd., Ray Road and Warner Road didn't exist) for miles in the area and that this land was at the very edge of Phoenix since it abutted Gila River Indian Reservation land. Also since the hi tension power lines were already here, developers wouldn't be building residential homes in the immediate area. There used to be a garbage dump at Ray Road and 48th Street. My how times have changed in just 28 years.</p> <div><div>1</div><div>ADOT's assumption that construction of this Freeway will somehow lesson downtown traffic is also unqualified. One fact about Phoenix area freeway construction is that within a few month's of a new freeway's opening, it reaches capacity. Look at the 101, 51, I-10 Broadway Curve expansion, 60 and on and on. If people are looking for ways to relieve freeway rush hour traffic, drive on surface streets. On March 30, 2006, Bob Hazlett (MAG Senior Engineer) in a presentation to the South Mountain Citizens Advisory Team showed simulations that proved that the South Mountain Freeway would not reduce traffic in the Broadway Curve area by any appreciable amount. ADOT data released in 2006 indicated that the 55th Avenue alignment would lead to more congestion and longer commutes on Interstate 10. The only way to effectively relieve freeway rush hour traffic is to get vehicles off the freeway, not by building more and more freeways which increases the vehicle count across the grid.</div></div> <div><div>2</div><div>I feel it's important to note that the population of Ahwatukee Foothills has lived with some of the worst traffic and city planning for the past 28 years of any city in the metropolitan area. We all hate traffic and have wanted solutions for years but were constantly ignored by local governments. Ahwatukee Foothills with a population close</div></div>

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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	Purpose and Need	<p>Figure 3-12, on Final Environmental Impact Statement page 3-29, shows a 6 percent reduction in modeled 2035 average daily traffic volume in the Broadway curve with the proposed freeway implemented when compared with the No-Action Alternative. It also shows no difference in modeled traffic volumes in 2035 for the with- and without-freeway traffic volumes for Interstate 10 immediately west of 59th Avenue. Farther west, there would be a slight reduction in volumes on Interstate 10 with the proposed freeway implemented.</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 page 4-91).</p>
4	Air Quality	<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>
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	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>

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	<p>to 100,000 people just recently obtained a permanent police station. They used to work out of trailers. A fire station was also added recently which was a much needed facility. This community does not share common boundaries with any other city. We are split off by South Mountain, the Gila River Indian reservation and I-10. That our public service needs have been ignored for decades is no surprise. Happily that is changing now that the area has become a political financial powerhouse. Real estate in Ahwatukee Foothills is some of the highest priced in the East Valley, the school system has become second to none, a vast majority of it's residents carry college degrees and it's close proximity to Phoenix, Sky Harbor Airport, ASU, Tempe and the East Valley make it a very desirable place to live. All this has been built by the hard work and tenacity of it's residents.</p> <p>I encourage officials to come out and walk, ride a bike or jog along Pecos Road and imagine that area turned into an 8 to 10 lane (depending on costs) interstate freeway. I'd be happy to give anyone a tour. The effect of a freeway will destroy a whole community and environment, forever. People who have spent years in the area know that to be true. Ahwatukee Foothills is set between a vast flat plain (in excess of 50 miles) on the South and South Mountain Park with an elevation of 2,690 feet that encompasses over 13,000 acres on the North. This diverse topography creates a micro climate for the Ahwatukee Foothills area. This is truly a unique environment not reproduced anywhere else in the metro area. It is protected from Phoenix, Glendale, Tempe, etc., smog and dust because of South Mountain. Pecos Road comes within six-tenths of a mile of South Mountain Park. The winter inversions of vehicle exhaust pollutants you see are extremely reduced in Ahwatukee Foothills because of South Mountain. The downside is that when dust storms come from the South or East Valley, Ahwatukee Foothills really gets hit hard. The dirt and dust has no where to go except down, on homes. South Mountain and the Estrellas block any escape. The effect of diesel and auto vehicle pollutants from a freeway will forever change the environment and air quality of Ahwatukee Foothills and South Mountain Park. Pecos Road becomes invisible during summer dust storms. Is ADOT going to shut down a freeway during dust storms to prevent the major accidents that will happen during these "dust outs?"</p> <p>Some important points that need to be answered and to consider about this Freeway and the reports done thus far:</p> <p>1. Ahwatukee Foothills is built out. Only one small parcel (620 acres or significantly less depending on how it's split) remains for developers. And that might not even attract developers because it would abut the freeway.</p> <p>2. Pecos Road contains a "major" church, grade school, post office, and thousands of people living directly in the path of the proposed freeway. These people and businesses will have to be moved and compensated and will be severely impacted if they stay.</p> <p>3. Within 3 blocks of Pecos Road is one of the two area high schools with a population of over 3000 students, another church and thousands of people. A proposed new high school sits within 1 block of the Pecos freeway route.</p>

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Code	Issue	Response
7	Purpose and Need	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 consideration
8	Utilities	The City water line in the area of the South Mountains would be located away from the proposed freeway. It would not need to be relocated. There are City water and sewer lines and other private utilities under Pecos Road. As necessary, these utilities would be relocated to avoid impacts from the proposed freeway (see pages 4-165 and 4-166 in the Draft Environmental Impact Statement for more information about utilities). The cost of these relocations is included in the overall project cost (see page 3-59 of the Final Environmental Impact Statement for more information related to costs).
9	Utilities	The major gas lines that run along Pecos Road are operated by El Paso Natural Gas and Kinder Morgan (El Paso Natural Gas Company, L.L.C., is owned by Kinder Morgan, Inc.). Both lines are located south of Pecos Road on Gila River Indian Community land and would not be affected by the project. In the area around 51st Avenue, these lines turn north and cross under the alignment of the proposed freeway. In these areas, the lines would be protected in place. The operation of these lines would not be affected by the proposed freeway.

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7	<p>4. If ADOT builds a freeway along Pecos Road, since it abuts the Gila Indian Reservation and homeowners on each side, there is no room for future expansion. Zip, Zilch, Nada. Unless taxpayers want to buy off more homeowners and Gila River Indian Landowners. So when this Freeway becomes grid locked, it remains grid locked because future freeway expansion is impossible.</p> <p>5. Since there is no land available, that means there will be no industrial development along the freeway thru Ahwatukee Foothills for the State of Arizona or it's municipalities. Zip, Zilch, Nada. This leaves the Gila River Indian Community with a potential financial juggernaut of retail, industrial and hospitality development along the proposed freeway on their land. This will add even more traffic to the community. Since ADOT states no studies can be done on this land, they have no clue as to what kind of developmental impact the Gila River Community has in store for our community. No one does.</p> <p>6. In 2003 a \$60 million water line to Ahwatukee Foothills was bored thru South Mountain and runs under Pecos Road. That supplies water to a community of 100,000 people. It would have to be relocated if a freeway is built on Pecos Road. A safe conservative estimate to redo that project – \$100 million? That doesn't include the cost of relocating the communities utilities which also run under Pecos Road.</p> <p>7. The valley's fuel supply lines run along Pecos Road. You know, those lines coming from Tucson that caused gas prices to soar to way over \$4.00 a gallon for the first time in our states history. I would say it's a safe bet that this line will be shut down many times during construction.</p> <p>8. Pecos Road lies at the lowest elevation in the area. Sound abatement walls will be totally ineffective if this freeway is built above ground thru Ahwatukee. You can stand a half a mile away from Pecos Road and hear one car driving along it because of this difference in elevation. Sound travels very well in the area's dry air an elevation. For this reason this proposed freeway needs to be built below ground with sound "deflector walls" that channel the freeway noise south. Rubberized asphalt won't do it. Will ADOT provide for residential sound testing for neighborhoods that lie in excess of 800 feet of the proposed freeway's path after this proposed freeway is built? Sound and air pollution from this project will have a dramatic downward effect on real estate prices and quality of life.</p> <p>9. Since a major proportion of the valley's "Big Box" retailers have regional supply warehouses in the area where this freeway will connect with I-10 on the west, it will become a mecca for big rig diesel truck traffic skirting the metro Phoenix area and well as much of the International truck traffic between Mexico, Canada and the U.S. It would be safe to say that over 50% of the traffic on the Pecos Road Freeway would be diesel burning, one of the major vehicle air pollutants. There is no way to limit the types of vehicles driven or monitor them.</p> <p>10. The majority of people who live in the Ahwatukee Foothills and vicinity do not commute daily to the West side. That thought is wrong and uninformed and if the freeway is built, they will not use it because of the dangers of the high speed truck traffic.</p> <p>11. Currently Pecos Road is used by a vast majority of people for recreation. Jogging, biking, rollerblading and walking. These people will be forced onto Chandler Blvd. and</p>

Code	Issue	Response
10	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>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 that may be elevated above the road, and any recommended 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> <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>
11	Alternatives	<p>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).</p>

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	Ray Roads both of which have vastly inferior bike lanes. This will result in more traffic, slower speeds and unfortunately, more accidents and deaths. Most of these roads can't be widened and those that can would incur extreme costs.
18	12. If this freeway is built along Pecos Road, the population of Ahwatukee Foothills better get prepared for the worst traffic they've ever seen in the area for the projected 7 to 10 year construction time. Pecos Road would basically be unusable due to all the closures and construction during this time. That forces everyone onto the only three ways out of the area, Chandler, Ray and Warner roads. Now add the thousands of construction workers and equipment used the build this massive project to the daily commute and it will be one big mess. Also don't forget that ADOT loves to schedule other major projects (resurfacing surface streets) during these "big builds."
19	13. ADOT plans to put part of this freeway thru South Mountain Park because they have no other option and Federal law allows them that right. I can't even express in words how wrong this is. Taking even one foot of a park for a freeway is just plain wrong. After all why is it even a park then. We have the best engineers in the world and ADOT can't find a solution that doesn't take park land. I find that fact disgusting and a total insult to engineering intelligence and I would be honored to research and lead the charge for a solution considering our ADOT "engineers" have no clue for an option to save the park. I would think a ten lane twin tube tunnel would be easy to bore thru South Mountain as has been done in the Alps, DC Metro, and the Euro-Tunnel. Contractors such as Bechtel Brown and Root, Morrison-Knudson, etc., could do the job with two Robbins Moles. This could help limit desert destruction to only entry and exit portals. Nine years ago a 20-foot diameter single tube water tunnel was completed, running north to south and more than a mile long and the environmental damage was minimal. Even though core drilling will have to take place along the proposed route, the referenced water tunnel has exposed the structural geology already. This project done correctly, would present the least amount of damage to the environment. But again is ADOT willing to cost this out and present it to the public? A park such as South Mountain Park – all of it – should remain just that – forever.
20	
21	14. Will ADOT pay for yearly independent water and soil analysis to look for leaching of oil, gas, diesel fuel and chemicals into the freeway area near the community that will eventually leach into the water supply? What about the area's well re-location which is impossible. Is ADOT willing to pay the community for water costs forever on wells that are capped in the area. Has this cost been added to the budget?
2223	15. What is the possible future cleanup cost to Arizona taxpayers if the Superfund site near 55th Avenue is breached and leaks into ground water since the Federal government will no longer be responsible for any costs of cleanup if a freeway is built in the area? Similar sites cleanup costs have ranged from \$650 million to \$2.25 Billion. Has this cost also been added to the budget?
24	16. Desert Foothills Parkway and 24th Street need to be made off limits to 18 wheeler truck traffic at all times because of the nature of the narrow size and design of these streets. These roads cannot handle big rig traffic with their required extra turning radius. Medians and expensive landscaping will be destroyed. Fines for using these roads should be posted and enforced.
25	17. In the event of an emergency when the proposed freeway is shut down, the Desert Foothills Parkway and 24th Street exits have to made unavailable for diverting traffic off the freeway. These roads cannot handle the capacity with their winding, hilly terrain and narrow lanes. ADOT would create a massive gridlock in that area from which no one would be able to move in or out, including emergency vehicles. This scenario is unacceptable and avoidable if these roads are made off limits during a freeway shutdown. Has ADOT done any studies on the effect of a closure of the freeway and

Code	Issue	Response
12	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.
13	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.
14	Trucks	
15	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.
16	Purpose and Need	An analysis of the origins and destinations of projected freeway users is presented in Figure 3-18, on page 3-36 of the Final Environmental Impact Statement. Freeway users are defined as those motorists who pass through the bend of the freeway (around the South Mountains). So, this does not count motorists in Laveen Village who go to Interstate 10 (Papago Freeway) and motorists in Ahwatukee Foothills Village who go to Interstate 10 (Maricopa Freeway). The results of the origin-destination analysis show that 73 percent of the traffic going around the South Mountains has origins or destinations in the area within or around the Study Area and supports the conclusion that the proposed action would serve east–west mobility consistent with commuting movements.
17	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.
18	Traffic	The freeway construction staging plan for the area along Pecos Road would allow for keeping east–west travel open during construction. One side of the freeway would be constructed while traffic remained on Pecos Road. When complete, traffic would be shifted from Pecos Road to the new freeway. At that time, the other side of the freeway would be built. Therefore, traffic would be able to continue to operate as it currently does during construction. However, temporary detours may be needed during construction. (See Final Environmental Impact Statement page 3-27.)
19	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.

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	<p>it's effects on the traffic in the impacted Ahwatukee area? I can't find one. I suggest that ADOT shuts down Pecos Road for one work day during the week to gauge the effect on traffic in the community. And no advance warning to the public, after all freeway shutdowns aren't planned, but pre-planning helps saves lives. It will be grid lock during rush hour.</p>
2618	<p>18. This proposed 8-10 lane freeway will take 7-9 years to construct. During that time it will throw in excess of 6000 construction workers daily on our streets coming and going. There will be a continual dirt cloud over Ahwatukee until the freeway is completed. Pecos Road will continually be shut down and basically be unusable which means Chandler Boulevard and Ray Road will be the only way in and out for 7-9 years. How are people in this area going to get out? It will be unlivable during construction for the residents south of Chandler Boulevard between 35 Avenue and 40th Street. Will there be a fund to help children and elderly adults who develop major respiratory ailments from the construction's brown cloud? Will residents and businesses be compensated for extra water costs for dirt cleanup during construction? What about blasting apart South Mountain with 3 twenty story high and 200 yard wide cuts and the unknown noise effects on the community?</p>
2728	
29	<p>19. Wildlife and native vegetation armageddon.</p>
	<p>20. Projected total budget costs for this freeway are currently at the \$2-3 Billion range that ADOT throws around. People "in the know" of building this freeway, not only have mentioned that it will be the most costly stretch of freeway ever built in the metro area but also peg the final costs in the \$4-5 Billion range at today's costs. Arizona's current STATE budget is \$8.9 Billion. This 22 mile piece of freeway will cost more than half of the total budget for the State of Arizona. I have serious problems spending that amount of money on a freeway with huge environmental implications during these recession laden times.</p>
3	<p>21. There will always be people who oppose freeways but when a freeway is going to have such a huge negative impact on a community, the land and a designated major metropolitan area Park, alternatives need to be found. Is it right to totally destroy a community for "The Common Good?" People chose to live in the Ahwatukee Foothills area because of what is has become: a huge secluded bedroom community with a great family environment and wonderful Arizona vistas protected from the big city just on the other side of South Mountain. A freeway enclosing and destroying this unique community is just plain wrong when there are so many unknown and potentially devastating obstacles in the way that will change the current environment forever.</p>
30	<p>Hopefully all my issues will be discussed and answered. The Pecos Road alignment is not a viable solution for this freeway. Land south of Pecos Road on the Gila Indian Reservation is the most environmentally and economically sound decision to build a freeway of this size on. We seriously need to work towards doing the right thing for current and future generations.</p> <p>Sincerely, Kevin Janke</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
20	Alternatives	<p>Information related to the evaluation of a tunnel option is presented in the Final Environmental Impact Statement, beginning on page 3-16. The commenter's tunnel concept would be similar in nature to the tunnels evaluated in the Draft Environmental Impact Statement</p> <p>A cut and cover tunnel would not be feasible based on the geologic (hard rock) conditions of the South Mountains. A double-decker tunnel would result in similar or even higher costs and impacts as the tunnels considered for 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.</p> <p>The City of Phoenix water line has a 4-foot diameter. The tunnel bore was only approximately a 6-foot diameter. Geotechnical data from the City of Phoenix project was used in evaluating the potential for tunnel alternatives through the South Mountains.</p>
21	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.)</p>
22	Hazardous Materials	<p>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 Final Environmental Impact Statement (see pages 4-105 and 4-165 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.</p>
23	Hazardous Materials	<p>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 4-157). The Arizona Department of Transportation maintains a process for addressing these issues in accordance with all applicable environmental laws and regulations.</p>
24	Design	<p>Desert Foothills Parkway and 24th Street have standard 12-foot-wide travel lanes, and the vertical and horizontal geometry make them passable by most vehicle types. These roads are operated and maintained by the City of Phoenix . The City of Phoenix would have the authority to restrict truck traffic, if desired.</p>
25	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>

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Code	Comment Document

Code	Issue	Response
26	Construction	<p>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 expedite 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; 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.</p> <p>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).</p>
27	Construction	<p>The contractor would submit a written blasting plan to the Arizona Department of Transportation prior to beginning any blasting work. The Arizona Department of Transportation Resident Engineer then ensures that the contractor has followed all requirements for a blasting permit. Prior to blasting, the areas where rock fragments may fall is mapped to ensure there will be no property damage. Residents in the area are notified of any blasting activity (see Final Environmental Impact Statement page 4-123). Blasting is avoided if standard earthmoving equipment can be used.</p>
28	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>
29	Biology, Plants, Wildlife	
30	Alternatives, Gila River Indian Community Alignment	

1

1	Purpose and Need	<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>
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Code	Comment Document
<div><div>1</div><div>23</div></div>	<div><div>Simone Janssen</div><div>Document Created: 7/24/2013 10:18:12 PM by Web Comment Form</div><div>As a homeowner in the Foothills Reserves in Ahwatukee AZ, I choose a NO BUILD for the 202 South Mountain Freeway! Our peace, tranquility, love of nature here will be ruined by building this Freeway. My greatest concern is the pollution/toxins that will be emitted....my family members have asthma and all the schools in the area would GREATLY be affected by this Freeway!!</div></div>

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	Health Effects	

Code	Comment Document
	<div>John Janssen</div> <div>Document Created: 7/24/2013 10:32:11 PM by Web Comment Form</div> <div>To whom it may concern,</div>
<div>1234</div>	<div>I would like to voice my opposition to the building of the loop 202 at all and especially on the pecos alignment. Many houses will be demolished and many more less desirable due to the freeway right out their windows. There at least 2 schools that would be very close to the freeway that would be exposed to toxins from the passing traffic.</div>
<div>5678</div>	<div>The south side of South Mountain is beautiful, quiet, and peaceful. I would suspect that he polution from the passing vehicles would be trapped and be even more toxic. Hundreds of people ride their bikes through this area everyday. These routes would be eliminated to a large extent with this freeway. We should be promoting alternate travel instead of making it hard to use.</div>
<div>9</div>	<div>The current alignment will try and squeeze 8 lanes in an area with little or no room. It will not be built below grade because of cost. The san tan freeway is below grade along with many others haviing 50-100ft of isolation with the below grade and high walls. The people close to the alignment will have an ugly wall and lots of noise. Everything about this project is on the cheap and disregarding people's quality of life.</div>
<div>10</div>	
<div>11</div>	<div>Do not build or move it further south.</div>

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

Code	Comment Document

Code	Issue	Response
7	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.
8	Alternatives, Nonfreeway Alternatives	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
9	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).
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.
11	Alternatives, No-Action (No-Build) Alternative	

Code Comment Document

From: [Projects](#)
To: [ADOT](#)
Subject: FW: Loop 202-Laveen -- YES
Date: Monday, May 20, 2013 10:51:49 AM

From: Jasso, Darleen [mailto:darleen.a.jasso@bankofamerica.com]
Sent: Monday, May 20, 2013 10:36 AM
To: Projects
Subject: Loop 202-Laveen -- YES

I am writing to let you know I **support** building the final phase of the Loop 202 in Laveen.

I will not be able to attend the feedback event tomorrow.

Darleen Jasso
602-268-0639

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
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Code	Comment Document
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Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>Highway Benefits to Gila River:</p> <p>By not having the Highway extended thousands of individuals daily take the 51st Ave Riggs/Beltline road to work or their destinations which runs through the Gila River Reservation.</p> <p>The 2 lane highway promotes high speed passing, tail gating, accidents, casualties along the road by additional traffic that would be reduced if an alternate route existed.</p> <p>Countless crosses mark the road memorializing those individuals who have fallen victim to the speeding and accidents along the path.</p> <p>Creating the 202 extension would allow for a more peaceful experience along Riggs rd for the Gila community and a reduction in accidents from those rushing to make it to their destination.</p> <p>Promoting Community Success:</p> <p>Roads have been an American success story in mobility, industry, growth!</p> <p>Why deny the residents of Laveen the opportunities that this highway can bring?</p> <p>Ludmila Jegier</p> <p>5212 W. Shumway Farm Rd</p> <p>Laveen AZ 85339</p> <p><u>This message, and any attachments, is for the intended recipient(s) only, may contain information that is privileged, confidential and/or proprietary and subject to important terms and conditions.</u></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

Code	Comment Document
1	<div><div>Chris Jelleson</div><div>Document Created: 5/21/2013 2:02:02 PM by Web Comment Form</div><div>The project will reduce air pollution by reducing the time vehicles spend stuck in traffic.</div></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div><p>From: Projects To: ADOT Subject: FW: No to the 202! Date: Monday, May 20, 2013 8:37:34 AM</p><hr/><p>-----Original Message----- From: Linda Jenkins [mailto:ljenkins25@aol.com] Sent: Friday, May 17, 2013 8:24 PM To: Projects Subject: No to the 202!</p><p>Just say!</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><p>.</p></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
4231	<div><p>1 MR. JENKINS: Yes, my name is Rueben</p><p>2 Jenkins, and I appreciate the opportunity that you're</p><p>3 giving me to make my comments. I'm a member of the</p><p>4 Gila River Indian Reservation Community. I'm one of</p><p>5 the landowners that, you know, is part of that</p><p>6 reservation. And I, myself, would like to see the</p><p>7 reservation -- the 202 go on the reservation, as a</p><p>8 landowner. But the tribal council is working against</p><p>9 us. They're not doing what the landowner wants.</p><p>10 Every time we go before the council or something,</p><p>11 they won't hear us. They won't listen to us.</p><p>12 And when they put this to a vote to the</p><p>13 tribe, the head opinion there called a no vote,</p><p>14 no-build. A lot of people didn't understand that.</p><p>15 They thought it was going to, you know, be to build</p><p>16 the freeway, but I knew from the start that one way</p><p>17 on the other that they were going to build that</p><p>18 freeway. And we have voted to put a petition in to</p><p>19 have another vote, but the tribe is holding us up to</p><p>20 the council. They're holding it back, and I'm afraid</p><p>21 that they're not going to let us vote until they make</p><p>22 a decision about this 202.</p><p>23 So -- and even the reservation under the</p><p>24 BIA, and the BIA is not even getting in there to help</p><p>25 us, which they're supposed to, the government is</p></div> <div>Page 43</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response

Code	Comment Document
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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.

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.

13 THE FACILITATOR: Thank you.

14 Sharon Finell. Finell. Which one is it?

15 MS. FINELL: Perfect.

16 THE FACILITATOR: Okay, thanks.

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

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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
	<div>4418</div> <div><div>1</div><div>MR. JENKINS: My name is Reuben D. Jenkins, spelled R-e-u-b-e-n, D, and J-e-n-k-i-n-s. I'm a member of the Gila River Indian Reservation Community, so I have an interest in this freeway that's going to be built. I myself would like to see it built on the Indian land because -- one -- one of the big reasons is that I'm one of the landowners that is going to be -- you know, that owns land that's going to be along the freeway there along the 202. But unfortunately, the Tribe is working against us. They're not working for the landowners, the Tribal Consult. The meetings we go to to try to talk to them about it, they won't listen to us. They won't make decisions that will benefit us. But the main thing about this that -- the whole thing that when it started, when the Tribe voted on it for the first time, they had an option there that said no build. And that confused a lot of people. And that no build, for one -- but I myself knew from the start that there was no such thing as no build. I knew from the start that one way or the other, that 202 was going to be built. But this thing went through, so the people voted it down. But since then, the landowners, which you have a corporation out there that's working to -- you know, that things go on a reservation, have put in a</div></div> <div>Page 2</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

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
	<div><p>1 petition, and they all signed it. And they've got enough,</p><p>2 you know, to get it through. And they took it to the</p><p>3 council. And then the council, you know, looked at it,</p><p>4 and they said, oh, there's things wrong with it. They're</p><p>5 holding it up. They say, we've got to investigate, see if</p><p>6 the signatures are legal and all that. And they're just</p><p>7 holding it up. Every way they can, they're working</p><p>8 against us. They're not working with the landowners as</p><p>9 they should be as council members.</p><p>10 And also, the thing that I'm concerned about</p><p>11 is all those reservations are under the BIA, the Bureau of</p><p>12 Indian Affairs, and they should be, you know, looking into</p><p>13 this, that they're not helping the landowners. The BIA</p><p>14 hasn't done nothing. They haven't got into it or anything</p><p>15 that -- you know, to see if things are going right, you</p><p>16 know. But that's my main concern.</p><p>17 But the main concern is that they're trying</p><p>18 to hold up the thing that we can be able to vote again.</p><p>19 And I know if it goes to a vote, that the landowners will,</p><p>20 you know, have it to go on -- on the reservation. But</p><p>21 they're fighting against us. I don't know why.</p><p>22 When we go to the meetings, the council</p><p>23 meetings, they have the police there watching over us,</p><p>24 'cause they're afraid that the decisions that they make</p><p>25 are going to be against us, and they're afraid that we're</p></div> <div><p>Page 3</p><p>Driver and Nix Court Reporters - (602) 266-6525</p><p>www.drivernix.com</p></div>

Code	Issue	Response

Code	Comment Document
	<div><div></div><div><div>1going to revolt or do something like that. But I don't</div><div>2think that's fair, you know. And I would just like to,</div><div>3you know, kind of let the people know, you know, what's</div><div>4going on, because they won't let news medias or reporters</div><div>5go to their meetings or anything, and nobody knows, you</div><div>6know, what's going on out there.</div><div>7So I just thought maybe I could make a</div><div>8little comment that -- you know, let them know how I feel</div><div>9about it. So that's it. That's it. Thank you.</div><div>10MS. RITTER: My name is Haley Ritter,</div><div>11H-a-l-e-y, Ritter, R-i-t-t-e-r, and I live in Phoenix,</div><div>1285015 area, district 4.</div><div>13I'm excited about the upcoming city council</div><div>14elections, because I think a lot of the younger people</div><div>15coming into leadership in this city will realize that we</div><div>16can't keep building freeways.</div><div>17I'm against the 202 because there's a lot of</div><div>18pollution going through the city already. The uranium</div><div>19mines up north in Flagstaff and surrounding communities</div><div>20are very, very harmful for that community up there. And</div><div>21then the toxic chemicals that are being hauled through</div><div>22Phoenix and then through the South -- South Mountain Gila</div><div>23River Community if the 202 is built are going to be</div><div>24horrible to the environment.</div><div>25There have been plenty of environmental</div></div></div> <div><div>Page 4</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Comment Document
	<div><div><div><div><div></div><div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div></div></div><div><div>From: Edward Jensen</div><div>To: Projects</div><div>Subject: Opposition to South Mountain Freeway</div><div>Date: Wednesday, July 24, 2013 12:16:29 PM</div></div><div>To whom it may concern:</div><div>Please let this email voice, in the strongest possible terms, my absolute opposition to the design and construction of the Loop 202 South Mountain Freeway in Phoenix.</div><div><div>1</div><div>Study after study has come to the conclusion that Americans have reached "peak car," which is to say that we are not only purchasing fewer automobiles but we are driving them less.[1] Americans -- and Arizonans -- are demanding for expanded public transportation options in our cities and communities and investing money in a 20th century freeway project instead of 21st century public transportation infrastructure flies in the face of economic sense.</div></div><div><div>2</div><div>ADOT's move to study passenger intercity rail between Phoenix and Tucson is a project that makes much more sense and is indicative of the projects that a statewide department of <i>transportation</i> should be focusing on, not just freeways and highways.</div></div><div><div>I urge the Arizona Department of Transportation to join with countless neighborhood groups and reject building this portion of the Loop 202 South Mountain Freeway.</div></div><div><div>Sincerely,</div><div>Edward Jensen</div></div><div><div>[1] "Yet More Evidence of Peak Car" by Emily Badger, <i>The Atlantic Cities</i>, 23 July 2013. http://www.theatlanticcities.com/commute/2013/07/yet-more-evidence-peak-car/6299/</div></div></div>

Code	Issue	Response
1	Purpose and Need	The study used state-of-the-practice, scientific community methods and similarly accepted methods, including the use of a standard input-output economic model and of assumptions based on traffic data and projections. The analysis is not required to project ranges, and the results are reasonably foreseeable based on what data are provided from the U.S. Environmental Protection Agency-approved Maricopa Association of Governments model as well as local plans. Further, methods, assumptions, and data were developed early in the environmental impact statement process and peer reviewed by the Federal Highway Administration, the Arizona Department of Transportation, and other federal, State, and local agencies. Peer reviewers concluded that the methods, assumptions, and data are appropriate. Potential factors that could influence changes in the analysis and study findings are listed on page 4-1 of the Final Environmental Impact Statement.
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.

Code	Comment Document
	<div><div><div><div>1</div><div>2</div></div><div><div>3</div><div>4</div></div><div><div>5</div></div></div><div><p>From: Patricia Talcott To: ADOT Cc: Patricia Talcott Subject: ENVOY # 1313655793/Proposed South Mountain Freeway Date: Thursday, May 16, 2013 3:30:41 PM Attachments: image001.png</p><hr/><p>This email came in through the ADOT ENVOY System.</p><p>5/16/2013 3:24:19 PM I could not be more opposed to the South Mountain freeway proposal along Pecos Road. To take out Pecos Road and possibly homes, schools, and businesses along Pecos road would do great harm to the community of South Ahwatukee. Home values of some really nice neighborhoods would go down drastically and the air quality in Ahwatukee would get worse. If ADOT is determined to build a freeway south of South Mountain, ADOT needs to take it further south into the Gila River Reservation and not destroy my neighborhood. I am sure the Reservation leadership will demand a high price to build on their land and if ADOT can not afford it, they should abandon the idea of building the Sounth Mountain freeway entirely. Jessup, John - jsjessup1@cox.net</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><div></div><p>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.</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><p>.</p></div></div>

Code	Issue	Response
1	Neighborhoods/ Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
2	Neighborhoods/ Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
3	Economics and 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	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
	<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 feel many issues not addressed or omitted in the recent DEIS. I would like the following issues entered into the public comment section:</p> <p>Issues in DEIS</p> <div><div>1</div><div>2</div><div>3</div><div>2</div><div>4</div><div>3</div><div>5</div><div>6</div><div>2</div><div>7</div><div>8</div></div> <ol style="list-style-type: none"><i>Ozone levels today are exceeding the standard parts per million set by EPA and the clean air act and not considered to get worse in this study. 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 air levels needs to be updated and relooked at accurately.</i><i>Study must calculate and consider increased truck traffic from Mexico where trucks do not meet the CARB diesel standards adopted by AZ. Ignoring and assuming they won't take this faster route is seriously flawed part of DEIS study</i><i>Also the DEIS needs to study the commercial development planned on the highway route. As of 5/21 several plans and public information on development are public including local business owners intended use of land leases on GRIC and truck stops and truck depots already planned. Also swift transportation truck routes and use of this highway have not been studied since there are no laws to restrict truck traffic on this freeway. Must require that camex trucks use highway 8 bypasses only but no enforcement nor acknowledgment in the study reviews the new camex traffic or other illegal truck traffic will now drive on this faster new highway. .</i><i>Direct impact to autism cause by highways built close to kids. Recent evidence already exists in 2013/2012 should be added into the impact and not avoided. 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.</i><i>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.</i><i>Population growth alone will estimate a severe 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 2008 20010 etc..</i><i>Must better study for impacts to current and future residents and school kids whose play area and day cares will be less than ¼ of a mile from traffic</i><i>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.</i><i>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 after its built.AIRFA passed in 1978 is not being followed nor respected.</i><i>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,</i><i>This highway will not improve the air quality for phoenix . DEIS does not model the future impact accurately. Our city will be in violation of Clean air Act. Also will worsen west and south phoenix air.</i><i>There is no serious discussion or consideration in the DEIS of the 2005 monitoring of toxic chemicals (present</i>

Code	Issue	Response
1	Air Quality	As noted on page 4-76 of the Final Environmental Impact Statement, since ozone is a regional pollutant, there is no requirement to analyze potential impacts and no possibility of localized violations of ozone to occur at the project level. The Maricopa Association of Governments is responsible for developing plans to reduce emissions of ozone precursors in the Maricopa area. The Preferred Alternative is included in the <i>Regional Transportation Plan</i> that has been determined by the U.S. Department of Transportation to conform to the State Implementation Plan on February 12, 2014.
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	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>
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	<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</p>

(Response 5 continues on next page)

Code	Comment Document
8 4	<p>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.</p> <p>13. Jatap monitoring already found formaldehyde at 34 times the standards,</p> <p>14. 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 compound and impacts caused by the study which will make all the toxin levels higher</p> <p>15. Health risks of JATAP have been studied and need to be updated and cancer risks have been extensively published by the EPA and are well known carcinogens hurting health. The DEIS states it's uncertain of the risk proving the DEIS study is a cover-up and inaccurate denial of the facts.</p> <p>16. DEIS does not mention hazmat transportation issues a risk of tanked from Mexico. Must redo the study for this</p> <p>17. The sharp curve designed in the highway south of 85045 zip code should be reviewed for the addition risk for truck and car crashed since it's a steep banked curve, It is fully known that the pitch slope and angles of this curve will contribute to a truck safety issue and will increase the risks of track accidents and hazardous material spills. This extra detail is all missing from DEIS which is designed to protect and inform the public about impacts. A study of why the flaws in the DEIS need to be independently looked at as well and the influence the trucking industry is having and adot on rushing to poor judgment in this study. Independent review must be done to answer why the above points we omitted or played down and Environmental impacts since prior and current facts differ from the DEIS.</p> <p>18. 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.</p> <p>19. Sulfur and benzene test stations should be set up to get accurate 2013 air quality reading in laveen GRIC and Ahwatukee and Chandler who are directly going to be impacted by this as well.</p> <p>20. If you do major cut thru and removal of 3 to 5 ridges of South Mountain I assume the wind tunnel and wind patterns will be dramatically different and in the future will cause the wind , dust and pollution flows to be different. May cause more sulfur diesel and benzene to flow into the air and be trapped in zip codes 85045 85048 and on GRIC. The study does not seriously look at this impact with quality findings. I also am not certain that the studied the air quality and violations of EPA standards 2013 and may have exceeded EPA. Detail the EPA sensor air violations thru May 2013 so we all publically know what levels and issues we have before the freeway.</p> <p>21. Dust particulate impact should be study at today's levels the construction levels and post construction levels since the natural wind tunnel with be changed due to cut thru mountain ridges and opening up air toxin portal.. What levels above EPA standard were exceeded in 2013 at the 43 ave EPA test monitor site.</p> <p>22. It has been very difficult to breathe the air in 2013 in awhatukee and south leaven due to increase pollution and benzene and certainly worse than 2012 levels and worse thaqn what was identified inthe DEIS.</p> <p>23. Updated data and study still needed and more air sampling must be done and study to wind pattern changes due to cutting thru mountains</p> <p>I would prefer the freeway be aligned w/ Riggs Road and have Pecos extended as a boulevard to the other end.</p> <p>Sincerely concerned,</p> <p>James Newell</p>
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Code	Issue	Response
5 (cont.)		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.
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>
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	Air Quality	Summary information about the findings of the Joint Air Toxics Assessment Project study is provided as background information in the Draft and Final Environmental Impact Statements, but the study itself is not relevant to the type of analysis done pursuant to the Federal Highway Administration's mobile source air toxics guidance, which is an emissions analysis. Monitored ambient concentrations of mobile source air toxics (the focus of the Joint Air Toxics Assessment Project) do not inform this type

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8 (cont.)		<p>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>
9	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>
10	Design	<p>All elements of the proposed freeway design are in accordance with the Arizona Department of Transportation's <i>Roadway Design Guidelines</i> and the American Association of State Highway and Transportation Officials' <i>A Policy on Geometric Design of Highways and Streets</i>. 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 some 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.</p>

(Responses continue on next page)

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11	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.
12	Air Quality	Data from various Maricopa County Air Quality Department monitoring sites were used in the air quality analyses. Siting, operation, and recording information from monitoring sites are the responsibility of the Maricopa County Air Quality Department. See <maricopa.gov/aq/>. The monitoring information used in the air quality analyses is discussed in greater detail in the air quality technical report prepared for the project, which is available on the project Web site at <azdot.gov/southmountainfreeway>. The results of the analyses are summarized in the Final Environmental Impact Statement. According to Environmental Protection Agency guidance, new monitors are not necessary to analyze air quality impacts.
13	Air Quality	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.
14	Air Quality	Emissions from road dust and additional sources were considered in the quantitative project-level particulate matter (PM ₁₀) hot-spot analysis prepared for the proposed project. The results of the analysis are summarized in the prologue to the Final Environmental Impact Statement (page xiii) and are more fully described beginning on page 4-68 of the Final Environmental Impact Statement. The carbon monoxide and particulate matter (PM ₁₀) analyses demonstrated that the proposed freeway would not contribute to any new localized violations, increase the frequency or severity of any existing violation, or delay timely attainment of the National Ambient Air Quality Standards or any required interim emissions reductions or other milestones.
15	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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Code	Issue	Response
1	Design	Information related to service traffic interchange locations can be found on page 3-51 of the Final Environmental Impact Statement, specifically Figure 3-28. More detailed aerial maps are available on the Arizona Department of Transportation Web site, <azdot.gov/southmountainfreeway>.
2	Purpose and Need	The analysis used to assess the purpose and need for the proposed freeway followed Federal Highway Administration guidance. 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.

Code

Comment Document

LOOP 202

South Mountain

Freeway Study

Draft Environmental Impact Statement

COMMENT FORM

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

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

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

It is helpful to ADOT to receive comments on:

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

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

1

Totally against Pecos

"Truck Route"

S. Johnson

Optional

Name _____ Email _____

Address _____

City _____ State _____ Zip _____

Phone _____ Fax _____

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

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

13-150

ADOT

U.S. Department of Transportation

Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	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	<div><p>From: Projects To: ADOT Subject: FW: Freeway is a much needed route to alleviate some inner city traffic snag Date: Monday, May 20, 2013 8:32:55 AM</p><hr/><p>-----Original Message----- From: John [mailto:john480az@aol.com] Sent: Saturday, May 18, 2013 12:05 AM To: Projects Subject: Freeway is a much needed route to alleviate some inner city traffic snag</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><p>.</p></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div><div><div></div><div>From: Erik Johnson</div><div>To: Projects</div><div>Subject: Building The 202</div><div>Date: Sunday, June 02, 2013 11:12:07 PM</div></div></div><div></div><div><div>1</div><div>Yes, I am very supportive of building the 202. It just might help in getting traffic moving!</div><div>Signed Erik C. Johnson</div></div></div></div>

Code	Issue	Response
1		Comment noted.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div></div><div><div>1 better because you already have connections.</div><div>2 The 59 gives the Laveen community a way to</div><div>3 get to the main freeway so they can go to downtown</div><div>4 Phoenix or to the west regardless of where they</div><div>5 live in Phoenix. So 59 is more involved for the</div><div>6 living community to connect to downtown and the</div><div>7 rest of the city.</div><div>8 On top of that, to me it feels like there is</div><div>9 no freeway connecting Laveen into any of the city.</div><div>10 So I think this might allow us to connect to the</div><div>11 city a lot better, to let us bring our ideas to</div><div>12 the city, commute back and forth.</div><div>13 I guess that's all I have.</div><div>14 ***</div><div>15</div><div>16 PATRICIA WEEKS: Our concerns are once</div><div>17 they close off 32nd Street off of Pecos and 32nd</div><div>18 Street, the road that goes from Frye off of 32nd</div><div>19 Street into the Lakewood subdivision and out</div><div>20 through --</div><div>21 LARRY WEEKS: -- will be used to bypass</div><div>22 Chandler Boulevard getting to 40th Street to get</div><div>23 to the freeway on the 202 and the Briarwood exit.</div><div>24 PATRICIA WEEKS: That's one of the concerns.</div><div>25 LARRY WEEKS: The other concern is there is</div></div></div> <div><div>Page 6</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Comment Document
	<div><div><div><div><div></div><div></div></div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div></div> <div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div>

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Code	Comment Document
	<p>that the basic objectives of our modeling effort made technical sense, that the work was done diligently and the results reported accurately. On large government contracts not doing so risked cancellation of the project at best and potential civil or criminal penalties at worst. So there was always a strong motivation to get it right.</p> <p>Three fundamental precepts of any modeling task are 1) establish appropriate boundary conditions, 2) test the results of the modeling against the initial boundary conditions to make sure they are consistent with one another, and 3) verify the results of the model with actual physical data.</p> <p>At the current time I am personally unaware of whether or not the modeling results touted in the DEIS for the SMF have met any of these absolutely essential criteria. Therefore I suspect that any arguments made in favor of the proposed truck bypass through Ahwatukee based on modeling would likely be erroneous and fall into the category of GIGO (Garbage In, Garbage Out).</p> <p>Respectfully,</p> <p>Andy Johnson 513-290-6258</p> <div><div>1</div><div>2</div></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>

Code	Issue	Response
1	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 Final 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.
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	<div><div><div>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div><table><tr><td>INCOMING CALL DATE: 5/15/13</td><td>INCOMING CALL TIME: 7:12 PM</td></tr><tr><td>CALLER: JEFF JOHNSON</td><td>ADDRESS: GILBERT, AZ</td></tr><tr><td>PHONE: 480-206-3572</td><td>EMAIL:</td></tr></table><div>CALLER REMARKS/QUESTIONS: I support the South Mountain Freeway. Thank you. Bye.</div></div></div>	INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 7:12 PM	CALLER: JEFF JOHNSON	ADDRESS: GILBERT, AZ	PHONE: 480-206-3572	EMAIL:
	INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 7:12 PM					
	CALLER: JEFF JOHNSON	ADDRESS: GILBERT, AZ					
	PHONE: 480-206-3572	EMAIL:					

Code	Issue	Response
1		Comment noted.

Code	Comment Document
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Code	Comment Document
	<div>Scottsdale resident</div> <div>"We do not inherit the Earth from our ancestors, we borrow it from our grandchildren" - ancient Native American proverb</div> <div>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.</div>

Code	Issue	Response

Code	Comment Document
	<div><div><div><div><div></div><div><div><div><div><div></div><div><div></div></div></div><div><div><div>From:</div><div>To:</div><div>Subject:</div><div>Date:</div></div></div><div><div><div>Sierra Club</div><div>on behalf of Mansur Johnson</div></div><div><div>Projects</div></div></div><div><div>Comments in opposition to South Mountain Freeway</div><div>Wednesday, July 24, 2013 6:35:21 AM</div></div></div></div></div></div><div><div>Jul 24, 2013</div><div>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</div><div>Dear South Mountain Study Team,</div><div>I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</div><div>I used to work in the movie business. I remember being on location at South Mountain park. I care about animal corridors and the no build alternative would be best to protect the animals.</div><div>Thank you.</div><div>Sincerely,</div><div>Mr. Mansur Johnson 6056 N Oracle Jaynes Station Rd Tucson, AZ 85741-3470</div></div></div></div></div>

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2

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	Biology, Plants, and Wildlife	

Code	Comment	Document
1	no freeway on gric	Document Created: 5/25/2013 6:09:50 PM by Web Comment Form

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

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 5:48 PM
CALLER: CALVIN JONES	CALLER ADDRESS: 7330 W. DARREL STREET, LAVEEN, AZ 85339
PHONE:	EMAIL:
CALLER REMARKS/QUESTIONS: I support the Freeway being built. Thank you.	

Code	Issue	Response
1		Comment noted.

Code

Comment Document

1

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 2:54 PM
CALLER: WILLIAM JONES	CALLER ADDRESS: 8315 NORTH 8 TH AVENUE, PHOENIX, ARIZONA 85021
PHONE:	EMAIL:
CALLER REMARKS/QUESTIONS: Get her done, get her done. We've waited long enough. I'll be in support. Get her done, we've waited long enough. Bye Bye.	

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div>4259</div> <div><div>1 project will create 38,000 jobs during the five- to</div><div>2 six-year construction period that will result in a</div><div>3 \$2 billion investment in the Phoenix area economy.</div><div>4 The money to build the freeway is in the</div><div>5 budget, and again, this has been approved by voters</div><div>6 twice, first in 1985 and again in 2004. I approve</div><div>7 the 202, and I would like to see it built. Thank you</div><div>8 for your time.</div><div>9 THE FACILITATOR: Thank you, sir. Garell</div><div>10 Jordan. Did I get that name proper?</div><div>11 MS. JORDAN: Garell.</div><div>12 THE FACILITATOR: Ma'am, you have three</div><div>13 minutes. Here's the timer; please begin.</div><div>14 MS. JORDAN: My name is Garell Jordan; I am</div><div>15 a proud resident of Laveen for the last two years.</div><div>16 We moved to Laveen, I live at 64th Avenue and</div><div>17 Southern, so very close to the 59th Avenue alignment.</div><div>18 We knew when we moved there that there was a freeway</div><div>19 planned. And we moved there because we wanted more</div><div>20 acreage; we wanted land for our animals; we have six</div><div>21 dogs, three horses, and a bunch of chickens. But we</div><div>22 also knew that we wanted to live in close proximity</div><div>23 to downtown Phoenix, where I work, two blocks from</div><div>24 here. And we knew that we wanted some of the</div><div>25 amenities of living in the city that, you know,</div></div> <div>Page 82</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response

Code	Comment Document
1	<div>frankly, if I really wanted to live on a farm, I would have to move a lot further out.</div> <div>So that wasn't the goal. The goal was to live in a mixed-use community, a diverse community. A lot of people have mentioned, you know, Laveen has an average per capita income equivalent to Paradise Valley and Ahwatukee, but they also have a higher than average rate of poverty, so we are a very diverse community; we are socially diverse, economically diverse, and I like that.</div> <div>You know, that's what I moved there for, but I moved there expecting a freeway. And the freeway's been promised for years and years. So we assumed that eventually it would be there. And so I urge you to complete the freeway; however, living in -- on a county island just outside of Phoenix's limits, we are also very concerned about some of the truck traffic that we will see. We live off of Southern Avenue. And there's a lot of industry in the area, so we would ask that in building the freeway, that there be consideration about the concerns of nearby residents related to the burden of increased traffic from commercial vehicles, access of the freeway ramps, and that there be adequate sound barriers and other things.</div>
2	

Page 83

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

Code	Issue	Response
1	Design	All elements of the proposed freeway design are in accordance with the Arizona Department of Transportation's Roadway Design Guidelines and the American Association of State Highway and Transportation Officials' A Policy on Geometric Design of Highways and Streets.
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.

Code	Comment Document
3	<div><p>1 I love the idea of running paths and, of</p><p>2 course, bike riding trails alongside the freeway. I</p><p>3 just don't know if that's in the budget, but frankly</p><p>4 I think rubberized pavement should be. So those are</p><p>5 my statements and I thank you for your time.</p><p>6 THE FACILITATOR: Thank you, ma'am. Raven</p><p>7 Barehand.</p><p>8 Raven Barehand.</p><p>9 As we're waiting for the next speaker, I'd</p><p>10 like to remind you again, please refrain from</p><p>11 clapping or making comments regarding any speaker's</p><p>12 position on any of this, out of respect for their</p><p>13 position.</p><p>14 If there's anyone in the auditorium that</p><p>15 would like to speak, please make sure that you</p><p>16 register at the front desk. Your name will appear on</p><p>17 the screen; we will call you up in the order that you</p><p>18 register.</p><p>19 Katran Mingo.</p><p>20 Good afternoon. You have three minutes;</p><p>21 here's the timer. You may begin.</p><p>22 MS. MINGO: Okay. Thank you very much. My</p><p>23 name is Katran Mingo; I'm a resident of Laveen.</p><p>24 Thank you for hearing us today. It is time to build</p><p>25 the South Mountain Freeway. Valley commuters have</p></div> <div>Page 84</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

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

Code	Comment Document
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Code	Comment Document
1	<div><div>Josh</div><div>Document Created: 5/21/2013 2:37:03 PM by Web Comment Form</div><div>This expansion would create a huge economic growth to the surrounding areas. Construction would create hundreds if not thousands of jobs and the end result would be a product that would be useful to a wide array of users.</div></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div><div><div><div><div></div><div></div></div><div><div>From:</div><div>To:</div><div>Subject:</div><div>Date:</div></div><div><div>Projects</div><div>ADOT</div><div>FW: Loop 202 South Mountain Freeway</div><div>Wednesday, May 22, 2013 10:53:30 AM</div></div></div></div></div> <div><div>-----Original Message-----</div><div>From: nguyenjoshua@msn.com [mailto:nguyenjoshua@msn.com]</div><div>Sent: Tuesday, May 21, 2013 5:22 AM</div><div>To: Projects</div><div>Subject: Loop 202 South Mountain Freeway</div></div> <div><div>I think 59th Ave. is the best choice.</div><div>Josh</div></div> <div><div>Sent from my iPhone</div></div> <div><div>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.</div><div>.</div></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div><div><div></div><div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div></div><div><p>From: Projects To: ADOT Subject: FW: 202 South Mtn Freeway Date: Friday, July 05, 2013 3:37:36 PM</p><hr/></div><div><p>Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov</p></div><div><p>-----Original Message----- From: Tiffany Kadlec [mailto:bobsgirl1414@sbcglobal.net] Sent: Friday, July 05, 2013 2:50 PM To: Projects Subject: 202 South Mtn Freeway</p><p>Hello,</p><p>I wanted to state that me and my wife are strongly against building a freeway to the west side. It will increase crime and take away the ambience that ahwatukee currently possess. It will be a detriment to the area and the need is not there. We request the money be spent expanding I10 if you need to spend the money, otherwise save the money.</p><p>Respectfully,</p><p>Robert & Tiffany Kadlec 480-629-8788</p><p>Sent from my iPad</p><hr/></div><div><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><p>.</p></div></div>

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	Neighborhoods/ Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
3	Purpose and Need, Lack of Support	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
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From: [Projects](#)
To: [ADOT](#)
Subject: FW: No Freeway through Ahwatukee
Date: Friday, June 21, 2013 10:23:03 AM

Thank you,
Felicia Beltran
Senior Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-319-7709
[azdot.gov](#)



From: Lori Kaiping [mailto:lori.kaiping@gmail.com]
Sent: Friday, June 21, 2013 10:03 AM
To: Projects
Subject: No Freeway through Ahwatukee

I just heard with dismay that the push to extend the Loop 202 through Ahwatukee is once again under way. My husband and I have lived here for 13 years and we and our neighbors throughout Phoenix strongly oppose this very ill-conceived project. Urban sprawl has already taken too much of a toll on the city of Phoenix and South Mountain Park is an irreplaceable recreation and wildlife area; it provides a critical balance for the over-development that already occurred. This very unnecessary freeway would be an environmental disaster, bringing pollution and noise to our community, negatively impacting it in every way. The justifications that have been trotted out for building this freeway don't begin to measure up to the facts. Let the people vote on this issue which has such far-reaching consequences. We need to know who exactly will benefit. Whoever it is, it won't be the residents of Ahwatukee and our community at large. Please do not build this freeway.

Sincerely,
Lori Kaiping

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Code	Issue	Response
1	Neighborhoods/ Communities	Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.
2	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	
4	Air Quality	
5	Noise	
6	Purpose and Need, Lack of Support	
7	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
	<div>Patrice Kaiser<div>Document Created: 6/25/2013 10:21:46 PM by Web Comment Form</div><p>I have lived in the Ahwatukee Foothills area since December 1991 when we moved here from NJ when my daughter was barely 3 months old. We lived for many years in the Ahwatukee Custom Estates but moved to the Foothills in 2006. We live in an infill gated street behind the Foothills Golf Club. I take Pecos Road daily. I lookout out see the Reservation land empty for miles and miles. I look at the area as a huge waste! Growing up in NJ one of the great things they created which is a toll road is the Garden State Parkway...NO TRUCKS ALLOWED. The NJ Turnpike, another important highway but interstate is also a toll road but does not disrupt residential areas! I cannot imagine the need for either type of road running through Ahwatukee! We are a relatively small community quite self contained. Having a huge highway running through here would completely change the context of our community! The noise, pollution, necessary demolition of homes, church and who knows what is tragic!!! I implore the planning execs to try to negotiate with the private landowners of the Gila reservation that may be appropriate for a roadway otherwise I beg the Transportation Planners to abandon this proposal as unnecessary and extremely detrimental to this community!!!</p></div>

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Code	Issue	Response
1	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, Truck Bypass	
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	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	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	<div><div>Bahjat Kalandos</div><div>Document Created: 7/1/2013 11:50:39 AM by Web Comment Form</div><div>We Support the southwest mountain freeway project on 59th Ave.</div><div>When it is scheduled to start buying the properties?</div></div>

Code	Issue	Response
1	Acquisitions and Relocations	Property acquisition would begin if a build option is selected in the record of decision. The record of decision is expected in 2014.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD</p> <p>SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table><tr><td>INCOMING CALL DATE: 5/20/13</td><td>INCOMING CALL TIME: 1:38 PM</td></tr><tr><td>CALLER: STAR CARLTON KANINE</td><td>CALLER ADDRESS: 1009 EAST PALMAIR, PHOENIX, ARIZONA 85020</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table> <p>CALLER REMARKS/QUESTIONS:</p> <p>I support the construction of the South Mountain freeway. Thank you.</p>	INCOMING CALL DATE: 5/20/13	INCOMING CALL TIME: 1:38 PM	CALLER: STAR CARLTON KANINE	CALLER ADDRESS: 1009 EAST PALMAIR, PHOENIX, ARIZONA 85020	PHONE:	EMAIL:
	INCOMING CALL DATE: 5/20/13	INCOMING CALL TIME: 1:38 PM					
	CALLER: STAR CARLTON KANINE	CALLER ADDRESS: 1009 EAST PALMAIR, PHOENIX, ARIZONA 85020					
	PHONE:	EMAIL:					

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.

I AND OUR FAMILY ARE IN FAVOR OF THIS PROJECT. OUR BIGGEST CONCERN IS THE IMPACT THE FREEWAY WOULD HAVE ECONOMICALLY AND ENVIRONMENTALLY ON GROUND WATER, AIR POLLUTION AND WILD LIFE. Thank you

Optional

NameMICHAEL KAPEL

EmailM.KAPEL@COX.NET

Address8043 S. 54TH A.

CityLAVEN

StateAZ

Zip85339

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

U.S. Department of Transportation

Federal Highway Administration

FOR MORE INFORMATION:

azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	Groundwater	Groundwater impacts are addressed in the <i>Water Resources</i> Section of the Final Environmental Impact Statement, beginning on page 4-101. 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. Mitigation measures would be put in place to reduce impacts on groundwater (See Final Environmental Impact Statement pages 4-106 and 4-107 and the text box on page 4-108.) The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Transportation to effectively mitigate well impacts associated with its projects throughout the region.
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	Biology, Plants, and Wildlife	

Code	Comment Document
	<div><div><div><div><div></div></div><div><div></div></div></div><div><div><div></div></div><div><div></div></div></div><div><div><div></div></div><div><div></div></div></div></div></div> <div><p>From: Projects To: ADOT Subject: FW: south mountain freeway Date: Monday, July 01, 2013 8:44:40 AM Attachments: image001.png</p><hr/></div> <div><p>Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov </p></div> <div><p>From: Chris Karpman [mailto:chris.karpman@gmail.com] Sent: Saturday, June 29, 2013 10:27 PM To: Projects Subject: south mountain freeway</p></div> <div><p>To whom it may concern,</p><p>It's frustrating to read a lot of the media accounts surrounding the South Mountain Freeway because they are so hyper-focused on the opinions of a small segment of people in Ahwatukee who are against the freeway for selfish reasons.</p><p>Speaking as a Laveen resident who purchased a home along 67th avenue in between Southern and Baseline in 2008, there is absolutely no question that we need the freeway built.</p><p>I think it's ridiculous when people in Ahwatukee say there is no need for the freeway. It's so self-absorbed. Tell that to the thousands of people who spend at least twice as much time driving to I-10 in rush hour as in non rush hour (a 5.5 mile drive that often takes 15 minutes for me). Tell that to the people who work in the Southeast Valley and have to drive 25 minutes down baseline for 12-15 miles just to get to I-10.</p><p>I have friends in Ahwatukee. It takes 45 minutes to visit them when it would take less than half that time with a freeway because I have to go entirely around South Mountain. I know people who live in Glendale and Avondale and work in Chandler. Tell it to them.</p><p>This doesn't even mention what the lack of a freeway has done to the community in Laveen. We have no hospital within a 15 minute drive, no movie theater with a 15 minute drive, no Target within a 15 minute drive, no Costco. Our dining and retail options are enormously limited. And this doesn't just impact Laveen, but the South Mountain district and Estrella.</p><p>There are way more people impacted by not having a freeway than the limited number of people directly impacted who live within a quarter mile of Pecos Road. For 95% of people in Ahwatukee, live won't even change as a result of the freeway. Life will change for 100 percent of people in the area I live.</p><p>Laveen is only going to continue to grow and develop, of course, and so will the areas west, Avondale,</p></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>Goodyear, Buckeye. Not only is the South Mountain Freeway long overdue, but the I-10 reliever freeway (State Route 30) will need to be built to handle all of the increased I-10 traffic that is certain to come in the next decade or two.</p> <p>If anything, I would say that the segment of L-202 from I-10 to at least Southern road should be expedited once all of the right of way is acquired once the freeway has been approved. It's going to make a monumental difference for many thousands of people.</p> <p>Thank you,</p> <p>Chris Karpman</p> <p>-- Chris Karpman Publisher: ASUDevils.com/Rivals.com cell: 480.619.2255 chris.karpman@gmail.com AIM/Google Talk: Chris Karpman</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>Bruce Kasmer<div>Document Created: 5/27/2013 7:27:19 AM by Web Comment Form</div><p>I have always thought of this freeway primarily as a bypass used by cross country travellers to get through the Phoenix metro area as quickly as possible with minimal impact on local residents. As such I would think that one of the more western alignments would be more appropriate than the W59 selected with the added benefit of more closely aligning with the 101. In addition I wonder if any other alignments farther west than W101 were ever considered.</p></div>
1	
2	

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 corridor screening process (beginning on Final Environmental Impact Statement page 3-6) recounts the development and screening process of corridors that were west of State Route 101 Loop. Initial corridors near Avondale Boulevard, at the western edge of the Study Area, are shown in Figure 3-5, on page 3-7. Figure 3-6, on age 3-10, shows the T09 Alternative (located just east of 107th Avenue), which was eliminated at the second stage of corridor development and screening. Table 3-3, on page 3-11, summarizes the reasons it was eliminated from further study.

Code

Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 3:55 PM
CALLER: DAVID KASTER	CALLER ADDRESS: 2321 E. GONDOLA LANE
PHONE: 480-507-2321	EMAIL:

CALLER REMARKS/QUESTIONS:

I would like to see the South Mountain Freeway go through finally. Thank you.

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div>1</div><div>2</div><div>3</div><div>4</div></div><div><div><div>Katherine</div><div>Document Created: 7/15/2013 1:10:13 PM by Web Comment Form</div><div>When watching the simulation video at one of the public meetings, it did not appear that there were many cars on the road. Someone from ADOT at the meeting mentioned that the numbers of cars was calculated based on projected rates. However, was an analysis done using 2010 census numbers and is Arizona continuing to see the rapid growth it once did? Do we really need this highway expansion? We should use this funding to expand the light rail and improve other modes of transportation. Sometimes the no build alternative may be the best one to choose.</div></div></div></div>

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, Nonfreeway Alternatives	
3	Purpose and Need, Old Plan or Use of Old Data	
4	Alternatives, No-Action (No-Build) Alternative	

Code	Comment Document
1 2 3 4	<div>Kimberly Kato</div> <div>Document Created: 7/16/2013 1:31:47 AM by Web Comment Form</div> <div>Do not destroy any part of South Mountain. Leave Pecos as a 2 lane road and continue that AROUND the mountain. It is the perfect compromise. The alternate route would be there, just now a highway. Less environmental impact. No homes or businesses lost. Minimal truck traffic.</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	Alternatives	The concept of keeping the facility an arterial street is similar to the Arizona Parkway concept evaluated for the proposed project. The reasons that alternative was eliminated from further study are presented on page 3-19 of the Final Environmental Impact Statement. Any alternative alignment that goes around the South Mountains would partially be located on Gila River Indian Community land. Permission to study such alternatives has not been granted by the Gila River Indian Community government (see Figure S-11 on page S-39 of the Final Environmental Impact Statement). Any alternative on Gila River Indian Community land must consider tribal sovereignty. Tribal sovereignty is based in the inherent authority of Native American tribes to govern themselves. While this notion of sovereignty is manifested in many areas, generally Native American land is held in trust by the United States. Native American communities have the authority to regulate land uses and activities on their lands. States have very limited authority over activities within tribal land (see page 2-1 of the Final Environmental Impact Statement). From a practical standpoint, this means that the Arizona Department of Transportation and Federal Highway Administration do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or condemn tribal land for public benefit through an eminent domain process.
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	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
TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE	
INCOMING CALL DATE: 5/17/13	INCOMING CALL TIME: 3:48 PM
CALLER: BETTY KEARNEY	CALLER ADDRESS: 9037 29 TH STREET, PHOENIX, AZ 85028
PHONE: 602-992-1738	EMAIL:
CALLER REMARKS/QUESTIONS: <p>I am for the expansion highway. I think that would be a good highway to put people to work, for good transportation – my daughter lives south east of here and it is very difficult getting to and from. It is crowded all down in that area. Thank you.</p>	

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

To complete the 202 is a good idea. to make

The connection with the 101

I approve of the effort to complete the 202

Optional

Name Joan N Keating Email _____

Address 101 N 7th St #209

City Phoenix Az State _____ Zip _____

Phone _____ Fax _____

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

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

13-150

ADOT

U.S. Department of Transportation

Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	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

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.

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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

2

3

4

5

6

We are totally opposed to the extension of the Loop 202 freeway through Ahwatukee.

The plans for this freeway might have been a viable option when it was first drafted, however, since then our community has grown and does not accommodate this option any longer.

Our homes, schools, local traffic, ^{air} pollution will all be affected. There is no upside to this option any longer.

Please add us to the DO NOT COMPLETE THE SOUTH MOUNTAIN FREEWAY AS PROPOSED list.

Optional

NameTom & Karen KeefeEmailtkeefe7@cox.net

Address14640 S. 20th St.

CityPhoenix, AZ 85048StateZip

Phone480-759-1774Fax

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

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

ADOT

U.S. Department of Transportation
Federal Highway
Administration

FOR MORE INFORMATION:

azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	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	Neighborhoods/Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
3	Neighborhoods/Communities	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	Traffic	In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system. The City study found no adverse effects on the local street system from the freeway (see Appendix 3-1).
5	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	Purpose and Need, Lack of Support	

Code	Comment Document
	<div>4334</div> <div><div>1</div><div>If we did that sort of thing, we would be</div><div>2</div><div>able to cut down the amount of cardiovascular disease</div><div>3</div><div>that we have, we would reduce Alzheimer's. All these</div><div>4</div><div>terrible diseases. We would do away with all of</div><div>5</div><div>that. We could eliminate a lot of these diseases, or</div><div>6</div><div>decrease them certainly. Guess I can't think of</div><div>7</div><div>anything else.</div><div>8</div><div>MS. KEENAN: Erika Keenan, E-r-i-k-a</div><div>9</div><div>K-e-e-n-a-n, Laveen, Arizona. I took time off from</div><div>10</div><div>work today to come down to speak, and I said my three</div><div>11</div><div>minutes, and I was cut off at my three-minute mark.</div><div>12</div><div>I understand why rules are in place, but the panel</div><div>13</div><div>had been sitting there for at least 20 minutes with</div><div>14</div><div>no one to speak, and I was the only one next in line</div><div>15</div><div>to speak, so I'm not sure why they couldn't have</div><div>16</div><div>given me the courtesy of letting me finish what I had</div><div>17</div><div>to say, especially since we're taking our personal</div><div>18</div><div>time to come down and say this and there was nobody</div><div>19</div><div>else around. Thank you.</div><div>20</div><div>UNIDENTIFIED SPEAKER: We live on Pecos</div><div>21</div><div>Road on the street right there, and it's right next</div><div>22</div><div>to, you know, where the highway would be or -- and on</div><div>23</div><div>the other side of that would be the Indian</div><div>24</div><div>reservation where they're struggling to come to a</div><div>25</div><div>decision. And I've lived there for about nine years,</div></div> <div>Page 19</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

Code	Issue	Response
1	Public Involvement	The public hearing provided members of the community an opportunity to make comments (with a 3-minute limit) in front of a project panel. The time limit was put in place to accommodate the large crowds expected throughout the day. Court reporters were also available to take individual verbal comments; those comments were not subject to the 3-minute limit. Comments could also be submitted on comment cards, through e-mail, a telephone hotline, or the online hearing.

Code	Comment Document
4402	<div><p>1 there the heat index is going to go up; it's already</p><p>2 hotter out there than any other parts of the Valley.</p><p>3 Also, along with the increased congestion there</p><p>4 will be increased air and noise pollution that is not</p><p>5 accounted for around those homes, and just building a</p><p>6 berm between the two perhaps is not really a fair</p><p>7 solution to the people that have lived there so long. So</p><p>8 we would be anxious to know if this goes through, what</p><p>9 the plans might be to inhibit that noise and how much</p><p>10 widening is going to be done. And that's about all I</p><p>11 have, and I want to thank you for the time.</p><p>12 THE FACILITATOR: Thank you, sir.</p><p>13 If anyone else is in the auditorium and you'd</p><p>14 like to speak, register at the front desk, your name will</p><p>15 be up on the screen, and we'll call you in order. Thank</p><p>16 you.</p><p>17 Erica Keenan.</p><p>18 Ms. Keenan, hi. You have three minutes, the</p><p>19 timer is here in front of you. Please begin.</p><p>20 MS. KEENAN: All right. My name is Erica</p><p>21 Keenan, I'm a resident of Laveen, Arizona, and I</p><p>22 appreciate you letting us speak today. Over the past ten</p><p>23 years the population of Laveen and Southwest Phoenix has</p><p>24 doubled and the environmental impact projects that the</p><p>25 number to be more than doubled in the next 25 years.</p></div> <div><p>Page 66</p><p>Driver and Nix Court Reporters - (602) 266-6525</p><p>www.drivernix.com</p></div>

Code	Issue	Response

Code	Comment Document
	<div><div><div>1 Only the Loop 202 connector can ease the traffic 2 nightmare that is currently the I-10, which is clogged 3 with rush-hour traffic, heavy trucking, and shipping 4 traffic. 5 As a matter of fact, the traffic is so bad that 6 on many days you can find heavy trucking and shipping 7 traffic coming over 51st Avenue to Riggs Road through the 8 GRIC and Laveen through the surface streets. These 9 surface streets were not made for such traffic. Baseline 10 Road and Dobbins Road are already clogged and the 11 pavement is collapsing due to overuse and heavy trucking 12 traffic. When the population doubles and traffic 13 doubles, which is what is projected, what are we going to 14 do without an alternative like the 202? Opponents don't 15 want to see things change, and yet a new 16 multi-thousand-square-foot expansion of the Vee Quiva 17 Casino, complete with 1,000 spaces for parking, is 18 underway. What are we going to do about the added 19 traffic that will be added to the one and only road to 20 and from the casino, which is 51st Avenue? 21 Unemployment is still a huge problem in Laveen 22 and the South Phoenix area. Construction jobs are nice, 23 and building the road will bring many needed area labor 24 jobs, but the highway can also bring in commercial and 25 professional jobs to our area.</div></div><div>Page 67</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Comment Document
1	<p>1 I'm 100 percent behind building the Loop 202</p> <p>2 connector, but I also realize we must not simply slap in</p> <p>3 a new highway. We must also make sure the new Loop 202</p> <p>4 build is a model to be followed by other highway building</p> <p>5 projects. This includes making sure there are bike and</p> <p>6 pedestrian paths along the side of the highway so</p> <p>7 citizens have a choice on what means they want to</p> <p>8 commute. Some examples of these freeways and parkways</p> <p>9 are the Schuylkill Expressway in Philadelphia and the</p> <p>10 Rock Creek Parkway and W&OD Trails in Falls Church,</p> <p>11 Virginia.</p> <p>12 A nice-looking sound barrier is also needed. We</p> <p>13 are located at the base of South Mountain Park, the</p> <p>14 largest municipal park in the country and recently touted</p> <p>15 by National Geographic magazine as the top five hiking</p> <p>16 destinations in the country. Laveen is also home to</p> <p>17 Aguila Golf Course, a top-rated Golf Digest municipal</p> <p>18 course and PGA qualifying course. As such, building the</p> <p>19 202 we hope will add access for tourists, and we want it</p> <p>20 to look nice.</p> <p>21 THE FACILITATOR: Excuse me. You've</p> <p>22 exceeded your three minutes.</p> <p>23 MS. KEENAN: I conclude with a plea, don't</p> <p>24 continue to think of this area as the barrio or the</p> <p>25 ghetto of Phoenix. This area earns a higher national</p>
2	<p>Page 68</p> <p>Driver and Nix Court Reporters - (602) 266-6525</p> <p>www.drivernix.com</p>

Code	Issue	Response
1	Design	Recreational or equestrian trails are not included in the proposed project. The study has considered concepts for parallel multiuse paths; however, the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.
2	Visual Resources	The Arizona Department of Transportation Roadside Development Section is responsible for assigning a wide range of standard treatment applications and wall materials, including color, to noise barriers and other structures. Typically the community where the wall will be constructed would work closely with its City Architect or planning department to decide on a theme for the wall. Usually, this can be accomplished by using the Arizona Department of Transportation's standard applications. As an example, for State Route 101 Loop (Pima Freeway) in Scottsdale, the City of Scottsdale chose to add public art to the noise barriers. The City's intent went above and beyond the Arizona Department of Transportation's guidelines of reasonable aesthetic treatment and, therefore, the Arizona Department of Transportation did not fund the aesthetic portion of the project. The Arizona Department of Transportation and the City of Scottsdale entered into an intergovernmental agreement for the purposes of allowing Scottsdale rights to design and construct artistic embellishment on the Arizona Department of Transportation-supplied noise barrier. The Arizona Department of Transportation provided the funds for construction of the noise barriers themselves, but the City of Scottsdale provided the funds to cover the aesthetic portion of the walls. Final Environmental Impact Statement page 4-171 explains the process municipalities might take to achieve the desired aesthetic treatment for noise barriers or other structures.

Code	Comment Document
	<div><div></div><div><div>1 average household income than the City of Phoenix --</div><div>2 THE FACILITATOR: Excuse me.</div><div>3 MS. KEENAN: -- Paradise Valley, and the greater</div><div>4 national average. Thank you.</div><div>5 There aren't that many people here to speak; I</div><div>6 don't know why you can't let people speak a couple more</div><div>7 seconds.</div><div>8 THE FACILITATOR: Paula Fleck.</div><div>9 Before you begin, ma'am, keep in mind the</div><div>10 three-minute time limit.</div><div>11 Also, please be respectful of all the speakers.</div><div>12 Your comments need to be kept to yourself so we can honor</div><div>13 the comments and opinions of each speaker, regardless of</div><div>14 your side of the issue.</div><div>15 Yes, ma'am, go ahead.</div><div>16 MS. FLECK: Okay. I think it is time to build</div><div>17 the South Mountain freeway. Valley commuters have waited</div><div>18 in traffic jams long enough. The freeway will cut</div><div>19 congestion across the metro area, reduce the air</div><div>20 pollution, and save drivers time and money; 64.3 percent</div><div>21 of likely voters in Maricopa County support construction</div><div>22 of the freeway, according to the results of a new poll</div><div>23 commissioned by We Build Arizona. Just 19.6 percent said</div><div>24 they were opposed or likely to oppose the project.</div><div>25 In a separate survey also commissioned by We</div></div></div> <div><div>Page 69</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Comment Document
1	<div><div>Lindsay Keever</div><div>Document Created: 5/21/2013 2:37:54 PM by Web Comment Form</div><div>The Loop 202 would be welcomed to the area to decrease traffic flow for the residents in this community. It would create many more jobs for the community and in this day, we cannot deny anymore jobs. The Loop 202 would also increase equity for nearby homeowners. I see nothing but positive outcomes by expanding the South Mountain Freeway.</div></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div><div><div></div><div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div></div></div><div><div><div><div><div></div><div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div></div></div><div><div><div><div><div></div><div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div></div></div><div><div><div><div><div></div><div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div></div></div><div><div><div><div><div></div><div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div></div></div><div><div><div><div><div></div><div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div></div></div><div><div><div><div><div></div><div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div></div></div><div><div><div><div><div></div><div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div></div></div><div><div><div><div><div></div><div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div></div></div><div><div><div><div><div></div><div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div></div></div><div><div><div><div><div></div><div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div></div></div><div><div><div><div><div></div><div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div></div></div><div><div><div><div><div></div><div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div></div></div><div><div><div><div><div></div><div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div></div></div><div><div><div><div><div></div><div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div></div></div><div><div><div><div><div></div><div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div></div></div><div><div><div><div><div></div><div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div></div></div><div><div><div><div><div></div><div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div></div></div><div><div><div><div><div></div><div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div></div></div><div><div><div><div><div></div><div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div></div></div><div><div><div><div><div></div><div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div></div></div><div><div><div><div><div></div><div></div><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Code	Comment Document
1	<div><div>Larry Keifenheim</div><div>Document Created: 5/21/2013 3:06:42 PM by Web Comment Form</div><div>I strongly favor the building of the South Mountain Freeway. It would improve traffic flow at the I-10 tunnel in downtown. Afternoon traffic flow traveling west is stop and go coming out of the tunnel and reversed during the morning rush hours. There are many accidents etc. around the tunnel which also slows travel. Presently there is no other west freeway travel out of downtown Phoenix. The west valley is expected to add many more businesses and residents in the coming years and will need traffic improvements to handle the growth. The Laveen, Estrella and South Mountain villages of Phoenix are greatly underserved regarding medical care, higher education, commerical, retail and job creation opportunities. The freeway will make it more attractive for developers to invest in this area of the metro. More investment means more tax dollars for the entire region. The South Mountain Freeway provides a chance for the southwest section of the metro to prosper as other sections of the metro have done with the addition or improvements of freeways 10, 17, 101, east 202, 51 and the widening of 60 in the east valley.</div><div>Thank you.</div></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div><div><div></div></div><div><div></div></div></div><div><div><div></div></div><div><div></div></div></div><div><div><div></div></div><div><div></div></div></div></div></div> <div><p>From: Projects To: ADOT Subject: FW: Just observing-South Mountain Date: Thursday, May 30, 2013 11:46:19 AM</p><hr/><p>From: Herb [mailto:kello1@cox.net] Sent: Thursday, May 30, 2013 11:26 AM To: Projects Subject: Just observing</p><p>1 Build 'er boys !! In my 74 years of residency in Arizona, I have seen every type of destruction of land and monuments destroyed in the interest of progress. Metro Phoenix is now running a train system, might as well get some of that I-10 traffic diverted around and tear up some more land. But for cryin' out loud, don't be drilling for oil on federal lands, more oil, more freeways. The 202 connection between I-10 is also essential to the economy of the casinos on the reservation. Afterall, the federal money for medical assistance to the tribe is not enough....with all the money from casinos, they (American Indian Tribes) could have the best contingent of medical facilities and hospitals across the country, more than the V A or the the missions along the trail in California. As far as casinos, let 'em build the one in Glendale, who cares? The 202 loop would give faster access to University of Phoenix and Jobing stadiums. They need the money too. While I'm at it, isn't ironic that spur off San Tan Freeway to Ellsworth road is about to finish? That will give cause to a new terminal on the east side of what was once affectionally known as "Willie Patch" or Williams Field giving way to defense cuts and now Gateway Airport. Yay for Queen Creek, once a great lettuce and potato and agricultural community, now, just another big box on the route. I wonder how much longer Luke AFB will survive cuts? I won't be around to see it but then the continuation to Florence Junction from Ellsworth. In the 50s hunted Willow Springs ranch north of Tucson and East of Oracle Junction. Last time I was in Tucson, drove north on the old "miracle mile" and passed right by Oracle with realizing it. Yep, build 'em boys, make room for some more silicone plants, cookie cutter housing developments and casinos. The biggest challenge is that the cage is the same size but the mice keep multiplying.</p><p>Respectfully Herb Kelley</p></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div>Chandler</div> <div>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.</div>

Code	Issue	Response

Code

Comment Document

From: [Projects](#)
To: [ADOT](#)
Subject: FW: Comments in opposition to South Mountain Freeway
Date: Wednesday, May 29, 2013 8:23:29 AM

-----Original Message-----
From: Sierra Club [<mailto:information@sierraclub.org>] On Behalf Of Lisa Kelly
Sent: Tuesday, May 28, 2013 6:17 PM
To: Projects
Subject: Comments in opposition to South Mountain Freeway

May 28, 2013

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

Dear South Mountain Study Team,

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

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

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

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

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

Sincerely,

Lisa Kelly
8342 E Weldon Ave
Scottsdale, AZ 85251-5934

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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	Health Effects	
4	Section 4(f) and Section 6(f)	
5	Biology, Plants, and Wildlife	
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 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.

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.

1

2

3

4

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

Our family is very much against the building of this freeway. After looking at the maps and the movie, the freeway is not what our community needs. The waste from tearing out homes and churches is horrendous! We live in a wonderful community and I would appreciate it if the State would encourage community growth and unity but not coming into it and destroying it. It is truly amazing how people (ADOT) make decisions that have a severe impact on our community when they don't have to live here. Please do not rush into this and please wait for the tribe to come around with an alternative route. I don't think ADOT have a clue as to how severe this will be.

Optional

NameMargot KellyEmailmkkelly70@aol.com

Address1225 E. Squirebush Pl

CityPhoenixStateAZZip85048

PhoneFax

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

U.S. Department of Transportation
Federal Highway
Administration

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	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 page 4-91).
4	Alternatives, Gila River Indian Community Alignment	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
1 2 3 4 5 6	<div>Monika Kennedy</div> <div>Document Created: 7/19/2013 10:08:18 AM by Web Comment Form</div> <p>I am a resident of Ahwatukee Foothills and I do NOT want the Loop 202 going in on Pecos Road. I cannot imagine the noise, pollution and traffic nightmares that this will bring to have trucks passing through at all hours. My family has lived and worked here for over 20 years and this will greatly reduce the reasons why this is a desirable area to live. Do not ruin my community!</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	Noise	
3	Air Quality	
4	Purpose and Need, Truck Bypass	
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	Neighborhoods/ Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).

Code	Comment Document
1	<div><div><div><div><div></div><div></div></div><div><div>From:</div><div>Projects</div></div><div><div>To:</div><div>ADOT</div></div><div><div>Subject:</div><div>FW: Build the South Mountain Freeway</div></div><div><div>Date:</div><div>Tuesday, May 14, 2013 9:37:50 AM</div></div></div></div><div><div>-----Original Message-----</div><div><div><div>From:</div><div>Tom KERTIS [mailto:tommk5@aol.com]</div></div><div><div><div>Sent:</div><div>Sunday, May 12, 2013 9:27 AM</div></div><div><div><div>To:</div><div>Projects</div></div><div><div><div>Cc:</div><div>info@buildthe202.com</div></div><div><div><div>Subject:</div><div>Build the South Mountain Freeway</div></div></div></div><div>We need the 202 loop now. Please move forward. I live in Chandler and drive to the west side every day through the Broadway curve.</div><div>Tom Kertis</div><div>Sent from my iPhone</div></div><div><div>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.</div><div>.</div></div></div></div></div></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div><div><div></div><div>From: Rehana Khan</div><div>To: Projects</div><div>Subject: South Mountain Freeway EIS Comments</div><div>Date: Wednesday, July 24, 2013 9:26:34 PM</div></div></div><div></div></div></div> <div><div>1</div><div>2</div><div><p>The EIS did not address in detail the option of 'no build'. No build, if not better, can be an equally viable option as 'build' if comprehensive study of 'no build' option is performed. The study did not take into account in detail the demand management strategies and neither was integrated approach for demand management through multi-modalism, active system management and capacity improvements at existing bottlenecks demonstrated in the EIS for No build option. ADOT should look into the 'No Build' option comprehensively before proposing and implementing any of 'build' options which are all detrimental to society and environment.</p></div></div>

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	

Code	Comment Document
	<div><div><div><div><div></div><div>From: Rehana Khan</div><div>To: Projects</div><div>Subject: Re: South Mountain Freeway EIS Comments</div><div>Date: Wednesday, July 24, 2013 11:06:18 PM</div></div></div><div></div></div></div> <div><div>1</div><div>Also EIS should carefully account for upcoming technologies such as connected vehicle and autonomous vehicles which will revolutionize transportation industry and provide dynamic traffic and demand management capabilities reducing the need to build new infrastructure including South Mountain Freeway.</div></div> <div><div>2</div><div><div><div>From: Rehana Khan <aligsrus@yahoo.com></div><div>To: "projects@azdot.gov" <projects@azdot.gov></div><div>Sent: Wednesday, July 24, 2013 9:26 PM</div><div>Subject: South Mountain Freeway EIS Comments</div></div><div>The EIS did not address in detail the option of 'no build'. No build, if not better, can be an equally viable option as 'build' if comprehensive study of 'no build' option is performed. The study did not take into account in detail the demand management strategies and neither was integrated approach for demand management through multi-modalism, active system management and capacity improvements at exisiting bottlenecks demonstrated in the EIS for No build option. ADOT should look into the 'No Build' option comprehensively before proposing and implementing any of 'build' options which are all detrimental to society and environment.</div></div></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	Alternatives, No-Action (No-Build) Alternative	

Code	Comment Document
1	<p>From: Projects To: ADOT Subject: FW: South Mountain Freeway Date: Tuesday, April 30, 2013 8:53:06 AM</p>
	<p>From: Dave Kibby [mailto:dkibby7@gmail.com] Sent: Friday, April 26, 2013 4:21 PM To: Projects Subject: South Mountain Freeway</p>
	<p>I am new to Phoenix and live in Ahwatukee. I say yes yes yes yes to the freeway. Please proceed without delay.</p>
	<p>David and Anjanette Kibby 14212 S 12th Place Phoenix, AZ 85048</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.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div>4287</div> <div><div><div>1</div><div>2</div><div>3</div><div>4</div><div>5</div><div>6</div><div>7</div><div>8</div><div>9</div><div>10</div><div>11</div><div>12</div><div>13</div><div>14</div><div>15</div><div>16</div><div>17</div><div>18</div><div>19</div><div>20</div><div>21</div><div>22</div><div>23</div><div>24</div><div>25</div></div><div><div>Thank you.</div><div>* * *</div><div>MS. KIMMICK: Debbie, Kimmick, K-i-m-m-i-c-k.</div><div>I live on 59th Avenue and Broadway, and I'm</div><div>concerned about the alternate route or the proposed route.</div><div>It's going to knock off my access heading north because</div><div>that's turning into an access road, and I'm concerned that</div><div>it's cutting my neighborhood in half.</div><div>So my concerns with it being there would be the</div><div>noise, the air pollution, the extra congestion. I feel</div><div>that it would be better if they went and connected it to</div><div>the 101 instead of the 59th route.</div><div>I'm going to keep it that simple.</div><div>* * *</div><div>MR. KIMMICK: My name is Galen, G-a-l-e-n,</div><div>Kimmick, K-i-m-m-i-c-k, and I live at 59th Avenue and</div><div>Wood.</div><div>I have several concerns about this project and</div><div>the noise it's going to create, the air pollution that I</div><div>believe it's going to create in my neighborhood that I</div><div>don't have now. I believe there's a better alternative by</div></div></div> <div><div>1</div><div>2</div><div>3</div><div>4</div><div>5</div><div>6</div></div> <div>Page 9</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

Code	Issue	Response
1	Traffic	<p>The W59 Alternative would affect the existing local street network. Approaches for reconfiguring the local street network include removing streets, constructing new streets, constructing the proposed freeway over existing streets, or dead-ending existing streets. Final design of local streets would be coordinated with emergency service providers, local jurisdictions, and other appropriate agencies and would continue through final design stages. See Final Environmental Impact Statement Figure 3-32, on page 3-56.</p> <p>The neighborhood north of Broadway Road near the proposed freeway would continue to have access to adjacent streets such as 59th Avenue and Broadway Road. The access roads adjacent to the freeway would provide a north-south connection between Broadway and Lower Buckeye roads. They would not provide access to the adjacent neighborhoods.</p>
2	Social Conditions	<p>Prospective home buyers of neighborhoods 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	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>
4	Air Quality	
5	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>
6	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>

Code	Comment Document
	<div>4288</div> <div><div><div>1</div><div>Thank you.</div></div><div><div>2</div><div></div></div><div><div>3</div><div>* * *</div></div><div><div>4</div><div></div></div><div><div>5</div><div>MS. KIMMICK: Debbie, Kimmick, K-i-m-m-i-c-k.</div></div><div><div>6</div><div>I live on 59th Avenue and Broadway, and I'm</div></div><div><div>7</div><div>concerned about the alternate route or the proposed route.</div></div><div><div>8</div><div>It's going to knock off my access heading north because</div></div><div><div>9</div><div>that's turning into an access road, and I'm concerned that</div></div><div><div>10</div><div>it's cutting my neighborhood in half.</div></div><div><div>11</div><div>So my concerns with it being there would be the</div></div><div><div>12</div><div>noise, the air pollution, the extra congestion. I feel</div></div><div><div>13</div><div>that it would be better if they went and connected it to</div></div><div><div>14</div><div>the 101 instead of the 59th route.</div></div><div><div>15</div><div>I'm going to keep it that simple.</div></div><div><div>16</div><div></div></div><div><div>17</div><div>* * *</div></div><div><div>18</div><div></div></div><div><div>19</div><div>MR. KIMMICK: My name is Galen, G-a-l-e-n,</div></div><div><div>20</div><div>Kimmick, K-i-m-m-i-c-k, and I live at 59th Avenue and</div></div><div><div>21</div><div>Wood.</div></div><div><div>22</div><div>I have several concerns about this project and</div></div><div><div>23</div><div>the noise it's going to create, the air pollution that I</div></div><div><div>24</div><div>believe it's going to create in my neighborhood that I</div></div><div><div>25</div><div>don't have now. I believe there's a better alternative by</div></div></div> <div><div>Page 9</div><div>Driver and Nix Court Reporters - (602) 266-6525</div><div>www.drivernix.com</div></div>

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 moving it out to the 101 and making it a true bypass. I</p> <p>2 think that would be a much better alternative.</p> <p>3 During the construction phase, it's going to</p> <p>4 limit our ability to go see our daughter because of where</p> <p>5 she lives on 59th Avenue, and we're going to be</p> <p>6 essentially cut off from her. And once it's completed,</p> <p>7 it's going to take longer to get into Phoenix and the main</p> <p>8 areas we go to. So I don't see any benefit to me at all.</p> <p>9 Even if I was to use the freeway, I can't get on</p> <p>10 it readily. I will have to drive a mile and a half to be</p> <p>11 able to access the freeway because of where the on-ramps</p> <p>12 and off-ramps are located. So I would encourage them to</p> <p>13 seek other alternatives than the 59th Avenue idea.</p> <p>14 Thank you -- oh, can I add something?</p> <p>15 Furthermore, I'm concerned with the location of</p> <p>16 my house to where the proposed freeway is, that in the</p> <p>17 final draft of where the freeway is going to go, I am</p> <p>18 going to be severely more impacted, you know, more than I</p> <p>19 am right now because I can become one of the ones</p> <p>20 displaced. Since the map has -- they say it's a pretty</p> <p>21 good guide but not the final guide, and if it changes by</p> <p>22 one degree, I'm out of a house.</p> <p>23 Thank you.</p> <p>24 (Proceedings concluded at 8:00 p.m.)</p> <p>25</p>

Page 10

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

Code	Issue	Response
3	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.
4	Traffic	Access would be maintained during construction, and construction activities that might substantially disrupt traffic would not be performed during peak travel periods (for more information on temporary construction impacts beginning on page 4-173 of the Final Environmental Impact Statement). Travel times within and around the Study Area are projected to decrease with the implementation of the proposed freeway (see page 3-34 of the Final Environmental Impact Statement).
5	Traffic	From 59th Avenue and Wood Street, there would be on- and off-ramps to and from the south at Broadway Road (less than 1/4-mile away) and on- and off-ramps to and from the north at Lower Buckeye Road (around 1 mile away).
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.

Code

Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 5:02 PM
CALLER: CLARENCE KING	CALLER ADDRESS: 6211 S. FOUR PEAKS PLACE, CHANDLER, AZ 85249
PHONE:	EMAIL:

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

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div><div><div>1</div><div>2</div><div>3</div></div><div><div>4</div><div>5</div><div>6</div></div><div><div>7</div><div>8</div></div><div><div>9</div></div><div><div>10</div></div></div></div><div><div><div><div><div>From:</div><div>Maura Kirby</div></div><div><div>To:</div><div>Projects</div></div><div><div>Subject:</div><div>URGENT - South Mountain Freeway Comments</div></div><div><div>Date:</div><div>Wednesday, July 24, 2013 4:35:25 PM</div></div><div><div>Importance:</div><div>High</div></div></div></div><div><div>Dear All,</div><div><div>I am writing to, once again, express my opposition to and concern over the proposed South Mountain Freeway. My family and I have been residents of Ahwatukee for over 13 years, living in the Mountain Park Ranch Community. After investigating the information available these are my opinions:</div><div><div><div><div><div>• It is irrefutable that neighborhoods, including my own, schools, churches, and many businesses will be negatively impacted by air pollution, light pollution, noise pollution by both the construction and the existence of the proposed South Mountain 202 Freeway.</div><div>• A significant portion of South Mountain, sacred land, will be destroyed.</div><div>• CANAMEX Truck Bypass will introduce new, potent pollution to the valley.</div><div>• This freeway is a waste of significant taxpayer dollars that could be better spent elsewhere.</div><div>• Ahwatukee is filled with individuals and families that care deeply about their community. It's more than a community – it's a huge family. I have never lived in a place like it and would never want to leave. However, the proposed freeway, will now force my family to be uprooted.</div></div></div><div><div>My family and I are requesting a 'no build' or 'no action' alternative to the current plans.</div><div>Thank you for your time and consideration.</div><div>Regards,</div><div>Maura Kirby</div><div><div>CFO</div><div>16515 S. 40th Street, Suite 125</div><div>Phoenix, AZ 85048 USA</div><div>Tel: (480) 659-9120</div><div>Fax: (480) 659-9193</div><div>www.bmaresearch.com</div></div><div><div>Follow us on</div><div><div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div></div></div><div><div>Confidentiality Note: The information contained in this email and document (s) attached are for the exclusive use of the addressee and may contain confidential, privileged and non-disclosable information. If the recipient of this email is not the addressee, such recipient is strictly prohibited from reading, photocopying, distributing or otherwise using this email or its contents in any way.</div></div></div></div></div></div></div></div></div></div>

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	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).
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.
4	Section 4(f) and Section 6(f)	
5	Cultural Resources	
6	Trucks	
7	Purpose and Need, Truck Bypass	
8	Purpose and Need, Lack of Support	
9	Neighborhoods/Communities	
10	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	<div><div>Michael Kirk</div><div>Document Created: 5/21/2013 11:22:09 PM by Web Comment Form</div><div>I'm happy the environmental study is complete and support the recommended 59th ave route. We need this freeway! Our Laveen roads are filled with semi trucks and are in poor shape. This freeway would save drivers countless hours in traffic.</div></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div><div><div></div><div><div><div><div><div></div><div></div></div></div><div><div><div>From:</div><div>To:</div><div>Subject:</div><div>Date:</div></div></div><div><div><div><</div><div>jkleppe@cox.net</div><div>Projects</div></div></div><div><div><div></div><div>Loop 202 South Mountain Freeway</div><div>Sunday, May 26, 2013 1:53:03 PM</div></div></div></div></div></div><div><div>1</div><div><p>I am in favor of the W59 alternative. I believe this freeway is needed desperately for Phoenix and the surrounding towns. I work in west Phoenix and commute to East Valley. The commute times in the late afternoon are way too long and the existing freeway too crowded and dangerous. This freeway would also better connect west Phoenix with Tucson and the Wild Horse pass area.</p><p>Jim Kleppe Gilbert, AZ</p></div></div></div></div></div>

Code	Issue	Response
1		Comment noted.

(Responses continue on next page)

Code	Comment	Document

Code	Issue	Response
7	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>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 that may be elevated above the road, and any recommended 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>
8	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>
9	Economics, Socioeconomics	<p>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.</p>
10	Alternatives	<p>The Final Environmental Impact Statement devotes Chapter 3, <i>Alternatives</i>, to an in-depth discussion of the extensive alternatives generation, screening, and selection process.</p>

Code

Comment Document

LOOP 202

South Mountain

Freeway Study

Draft Environmental Impact Statement

COMMENT FORM

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

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

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

It is helpful to ADOT to receive comments on:

A particular alternative, environmental impact assessment, and/or draft mitigation.

Any information you feel is incomplete or incorrect.

How the proposed action would affect you.

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

As a resident of Ahwatukee, I am very concerned about the impact the proposed freeway will have in this area. Residents of Ahwatukee have chosen this area for the lack of pollution, lack of noise, and beautiful scenery. As we bought our home over 20 years ago - no disclosure of this freeway was given to us. This will definitely increase pollution: more traffic, more noise and more pollution. The studies shown here underestimate the effect of pollution if every household environmentally adapted cars, which is not the case. Trucks from Mexico alone will contribute large amounts of pollutants in the air. The winds + mountains will hold this pollution. Noise pollution: as this area is built in levels - rising above the site of the freeway, noise will be carried above residential asphalt overpasses + could rebound from the mountains. Our home value will decrease: we will have to pursue reimbursement for this loss.

Optional

Name Chris Kline Email chrisck6@cox.net

Address _____

City Ahwatukee / Phoenix State AZ Zip 85048

Phone 602 790-7614 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, MID 126F, Phoenix, AZ 85007

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

ADOT

U.S. Department of Transportation
Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	Acquisitions and Relocations	<p>The text box "Freeway Awareness," on Final Environmental Impact Statement page 4-13, provides a thorough history of the public disclosure of the proposed South Mountain Freeway, beginning with a map made public in 1980 and one in 1984 showing more or less the current alignment. This text box also explains the legal requirements for developers and other home sellers to "inform potential buyers of conflicts with planned transportation projects like the proposed action."</p> <p>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).</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	Noise	
4	Trucks	
5	Air Quality	<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>
6	Noise	<p>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 that may be elevated above the road, and any recommended 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>

(Responses continue on next page)

Code	Comment Document
	<div><div>LOOP 202</div><div>South Mountain Freeway Study</div><div>Draft Environmental Impact Statement</div><div>COMMENT FORM</div><div>Additional Comments:</div><div><div>8</div><div>9</div><div>10</div><p>We also question the value of this freeway southeast of the city: who will be using this: probably trucking companies from Tucson or Mexico heading to the west valley. Residents in this area as in homes East and North of this freeway have no reason to take this freeway as it is out of the way. How many people in the East Valley need to travel to the west valley for work? Most may work in the downtown area and have no need to travel to 59th & 75th Ave to turn around and head into town. This does not make sense.</p></div></div>
	<div>ADOT TRACS No.: 2021 MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADV)</div> <div><div>ADOT</div><div>U.S. Department of Transportation Federal Highway Administration</div></div> <div>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</div>

Code	Issue	Response
7	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.
8	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.
9	Purpose and Need	An analysis of the origins and destinations of projected freeway users is presented in Figure 3-18, on page 3-36 of the Final Environmental Impact Statement. Freeway users are defined as those motorists who pass through the bend of the freeway (around the South Mountains). So, this does not count motorists in Laveen Village who go to Interstate 10 (Papago Freeway) and motorists in Ahwatukee Foothills Village who go to Interstate 10 (Maricopa Freeway). The results of the origin-destination analysis show that 73 percent of the traffic going around the South Mountains has origins or destinations in the area within or around the Study Area and supports the conclusion that the proposed action would serve east-west mobility consistent with commuting movements.
10	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
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Code	Issue	Response
1	Neighborhoods/ Communities	Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed 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.
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	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).

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Code	Comment Document
4397	<div><p>1 in the '70s and the '80s have studied, documented, and</p><p>2 written books about petroglyphs and other artifacts</p><p>3 discovered on the South Mountain over the past 40 years.</p><p>4 The Gila River Indian Community elders, cultural</p><p>5 resources department, community members have told MAG,</p><p>6 ADOT, and the State of Arizona of the cultural</p><p>7 significance of this mountain and what it means to us. I</p><p>8 consider this racial discrimination. You are</p><p>9 discriminating against our people and what they believe</p><p>10 in.</p><p>11 This is not the first time Maricopa County has</p><p>12 done this. They are doing this to North Mountain Church,</p><p>13 who has already moved because of the freeway, they did</p><p>14 that when they expanded the airport, there's the church</p><p>15 in the middle of -- just in the middle of the city</p><p>16 between 16th and 24th Street because of progress. This</p><p>17 needs to stop. This will not help the community, this</p><p>18 will not benefit the people, not to mention what it'll do</p><p>19 to the environment and the plants and animals and the</p><p>20 natural habitat. I thank you for your time.</p><p>21 THE FACILITATOR: Thank you, Mr. Morago.</p><p>22 We'd like to welcome our next speaker,</p><p>23 Mr. Robert Knight.</p><p>24 Welcome, Mr. Knight. You have three minutes.</p><p>25 MR. KNIGHT: Thank you. My name is Robert Nick</p></div> <div><p>Page 56</p><p>Driver and Nix Court Reporters - (602) 266-6525</p><p>www.drivernix.com</p></div>

Code	Issue	Response

Code	Comment Document
1	<p>1 Knight, I'm a park member and Ahwatukee resident and a</p> <p>2 small business owner in Ahwatukee. I'm very concerned</p> <p>3 about the impact that this truck bypass will have on</p> <p>4 Ahwatukee; let's face it, that's what it is. Commuter</p> <p>5 traffic is not going to be using this road because</p> <p>6 commuter traffic destination is Central Phoenix. This is</p> <p>7 going to be largely a truck route. Would you like a</p> <p>8 truck bypass in your backyard? I wouldn't. The plan has</p> <p>9 been on the books for some 30 years. When it started, it</p> <p>10 was mostly farmlands; that's changed. Now you have some</p> <p>11 85,000 residents that call Ahwatukee home.</p> <p>12 Air pollution. Not really reducing air</p> <p>13 pollution here, they're simply moving it to an area of</p> <p>14 the Phoenix area which currently doesn't have it. They</p> <p>15 will have an increase in air pollution at 59th Avenue and</p> <p>16 I-10 from vehicles idling because of the traffic</p> <p>17 congestion at the I-10 area of that part of the I-10.</p> <p>18 Pollution along Pecos Road will be significantly</p> <p>19 increased as it's blown into the Ahwatukee community; it</p> <p>20 has nowhere to go, the mountains are in the way.</p> <p>21 Noise pollution. The measurements being taken</p> <p>22 along Pecos Road, yes, I understand that the requirements</p> <p>23 are that you restrict your noise abatement and noise</p> <p>24 issues to a quarter mile from the freeway. Fundamental</p> <p>25 challenge here in Ahwatukee is that Ahwatukee is not a</p>
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Page 57	
Driver and Nix Court Reporters - (602) 266-6525	
www.drivernix.com	

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	Purpose and Need	An analysis of the origins and destinations of projected freeway users is presented in Figure 3-18, on page 3-36 of the Final Environmental Impact Statement. Freeway users are defined as those motorists who pass through the bend of the freeway (around the South Mountains). So, this does not count motorists in Laveen Village who go to Interstate 10 (Papago Freeway) and motorists in Ahwatukee Foothills Village who go to Interstate 10 (Maricopa Freeway). The results of the origin-destination analysis show that 73 percent of the traffic going around the South Mountains has origins or destinations in the area within or around the Study Area and supports the conclusion that the proposed action would serve east-west mobility consistent with commuting movements.
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	
5	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 have received an initial determination of operational and engineering acceptability from the Federal Highway Administration.
6	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.

Code	Comment Document
7	<p>1 flat community. The bulk of Ahwatukee slopes up from</p> <p>2 Pecos Road up into the Foothills, well above the noise</p> <p>3 abatement wall. Noise travels, it bounces off the</p> <p>4 mountain and is amplified back, so you'll have a</p> <p>5 significant noise increase farther away from the freeway</p> <p>6 than your measurements would indicate.</p> <p>7 Essentially, what this boils down to is ADOT is</p> <p>8 sacrificing a community of 85,000 for the purpose of</p> <p>9 building a truck bypass, a truck bypass that could be</p> <p>10 easily done using the I-8 to 85 corridor and improving</p> <p>11 the 85 highway from I-8 to I-10. If the purpose is to</p> <p>12 provide and route trucks away from Central Phoenix, this</p> <p>13 is a far better alternative than the Loop 202 truck</p> <p>14 bypass. Thank you.</p> <p>15 THE FACILITATOR: Thank you, Mr. Knight.</p> <p>16 Again, as a reminder, out of mutual respect and</p> <p>17 as a courtesy to all participants, we ask that you</p> <p>18 refrain from clapping and making reactions to speakers'</p> <p>19 comments.</p> <p>20 I'd like to invite our next speaker, Tim Stone.</p> <p>21 MR. STONE: Do I introduce myself? I don't know</p> <p>22 the rules.</p> <p>23 THE FACILITATOR: Thank you, Mr. Stone. You</p> <p>24 have three minutes.</p> <p>25 MR. STONE: My name is Tim Stone, I've been a</p>
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Code	Issue	Response
7	Noise	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 that may be elevated above the road, and any recommended 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.
8	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.

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Code	Comment Document
1	<div><p>From: Projects To: ADOT Subject: FW: Support of the 202 Date: Monday, May 20, 2013 8:46:32 AM</p><hr/><p>-----Original Message----- From: Douglas Knolles [mailto:azalum@msn.com] Sent: Friday, May 17, 2013 4:30 PM To: Projects Subject: Support of the 202</p><p>Please consider the extension of the 202 around South Mountain. While we reside in Chandler, we are on the West side of the Valley due to kids events almost weekly. It would be very important to our family and a tremendous improvement in our quality of life if we can make this happen.</p><p>Warmest regards,</p><p>Doug Knolles 602 689 0330</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><p>.</p></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div><div>Alex Koch</div><div>Document Created: 7/23/2013 3:33:03 PM by Web Comment Form</div><div>Keep the Freeway on the W59 Preferred Alternative where we all thought it was going to be built, and don't run it through all the new homes with one of the other proposals. I realize that it was a planning blunder not to connect the 202 to the 101, but there is sufficient room on the I-10 to widen it multiple lanes in each direction to alleviate the traffic congestion between the 101 and 59th Ave.</div><div>Thank you for allowing me to comment. I hope that common sense will prevail in this decision.</div></div>

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
	<div><div><div>123456</div></div><div><p>From: Projects To: ADOT Subject: FW: Stop the South Mountain Freeway Date: Monday, June 10, 2013 4:13:25 PM</p><hr/><p>-----Original Message----- From: Nicole Koester [mailto:nicolebrusik@hotmail.com] Sent: Monday, June 10, 2013 4:12 PM To: Projects Subject: Stop the South Mountain Freeway</p><p>As a resident of Ahwatukee I am begging ADOT to NOT build the freeway in my backyard. If the freeway moves forward we will relocate our family out of the area. I see no benefit to the freeway. Instead it will bring increased traffic, air pollution, crime and destruction to our neighborhood.</p><p>I urge the ADOT and the state to find a solution with the Indian Nation to the south. I feel there is a need for an ext. of the 202. However the current plan is faulty and ill-planned.</p><p>Yours, Nicole Koester 16414 S. 29th Ave. 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><p>.</p></div></div>

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	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	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	Neighborhoods/ Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
6	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.

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Code	Comment Document
1	<div><div>Christopher Komar</div><div>Document Created: 7/24/2013 5:43:42 PM by Web Comment Form</div><div>In terms of your impact studies, I'm wondering if noise pollution has or will be studied. My particular concern is the neighborhood I live in is unique as it is in close proximity and is elevated. A noise abatement wall would likely not be sufficient.</div><div>I'm hoping as part of the study our neighborhood would be a one of the datapoints.</div></div>

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

Code	Comment Document
1	<div><p>From: Projects To: ADOT Subject: FW: 202 Freeway Date: Thursday, May 16, 2013 8:14:39 AM Attachments: image001.png image002.png</p><hr/><p>From: Daryl Koranda [mailto:dkoranda@drakecement.com] Sent: Thursday, May 16, 2013 6:19 AM To: Projects Subject: 202 Freeway</p><p>Dear Sirs, not only would this project create jobs and revenue for local businesses, it would also help alleviate some of the heavy traffic conditions on surrounding area freeways. I support this project. Thank you. Sincerely,</p><p>Daryl Koranda Drake Security</p><div><div><div><div>P.O. Box 370 Paulden, AZ 86334 P: 928.636.6004 F: 928.636.4825 C: 928.830.5677 www.drakeus.com</div></div><div></div></div></div><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></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div>James KotchouDocument Created: 7/10/2013 11:49:01 PM by Web Comment Form</div> <div><div><div>1</div><div>2</div></div><div><div>3</div><div>4</div></div></div> <div>I am appalled that this on grade design would be contemplated in such close proximity to four schools in Ahwatukee. I assume the freeway is on grade because of cost? Please confirm a traffic study has been completed to understand the increase traffic on Chandler Blvd. due to this freeway design. Please provide me information on how I can get a copy of the cost estimates developed for the on-grade E1 Alternative any estimates for any below grade alternatives. How do I get information on your consultant design team and or construction manager at risk? I do not see much creativity in the design of this E1 Alternative. It reeks of lowest cost wins and schools/neighbors tough luck. This freeway needs to be below grade with retaining walls to minimize visual and noise impact to the schools and community. Hey isn't that how it was done in Scottsdale? I am totally against this on-grade solution. More money should be budgeted for this section.</div> <div>James Kyle Kotchou</div>

Code	Issue	Response
1	Design	<p>The project team analyzed the belowground option, also called the depressed freeway option. The analysis indicated that depressing the freeway would increase the cost of construction and right-of-way acquisition, displace additional residences, create the need for additional pump stations and detention basins, and still need the installation of noise barriers. Because the belowground option would result in substantially greater costs and residential displacements, this option was eliminated from further study (see Final Environmental Impact Statement pages 3-15 and 3-18). The evaluation presented in the Final Environmental Impact Statement includes cost estimates.</p> <p>Technical memoranda documenting this evaluation (including detailed cost estimates) are available upon request from the Arizona Department of Transportation, Urban Project Management section. Information related to the design consultant, final designers, and contractors can also be requested from the Urban Project Management section.</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).</p>
3	Visual Resources	<p>For most of the alignments of each of the action alternatives, the proposed freeway would be elevated above the natural grade of the surrounding land. This elevated profile would allow noise to carry farther, creating noise impacts at greater distances from the freeway. Depressing the profile of the freeway below grade might reduce traffic noise levels adjacent to depressed sections. However, it would be necessary to also construct at-grade noise barriers to achieve noise reduction goals at receiver locations adjacent to depressed freeway sections (see page 4-99 in the Final Environmental Impact Statement). This strategy would reduce visual impacts associated with high noise barriers on elevated freeways, but would entail ground-level noise barriers and their associated interference with views. Thus, with either approach to noise reduction, views of nearby mountains could be disrupted. The specific impacts would depend on the geometrics of the height of any noise barriers constructed, the intervening topography, and the distance of the barriers from the residences in question.</p>
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>

Code	Comment Document
	<div>911 W Gleneagles Dr. Phoenix, AZ 85023 July 10, 2013</div> <div>Dear Elected Official,</div> <div><div>1</div><div>I am opposed to any alignment of the Loop 202 South Mountain Freeway that allows destruction of any portion of the Phoenix Mountain Preserves. Voters consistently support park land preservation and as the city increases in density these open spaces will become more valuable for maintaining a balanced lifestyle. Kiplinger named Phoenix one of the 10 best cities for young people in part because of our natural environment and National Geographic lists Phoenix among the best cities for hiking. Two new trails, the Gila and Bursera Trails are in the southwest end of the park which will be impacted by this project. Over three million visitors come to South Mountain Park/Preserve annually and I expect that number will increase as the city becomes more compact. A high capacity freeway will only have a negative impact.</div><div><div>2</div><div>3</div><div>Taking preserve land sets a bad precedent. Much more than 30 acres will be impacted by introducing additional pollution, erosion and habitat destruction. Please find an alternative to this placement of the 202 freeway. Thank you. Barbara Krajewski</div></div></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	Air Quality	
3	Biology, Plants, and Wildlife	

Code	Comment Document
	<div><div><div><div>LOOP 202</div><div>South Mountain</div><div>Freeway Study</div></div><div>2013</div></div><div><div>Draft Environmental Impact Statement</div><div>COMMENT FORM</div></div><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><div><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>When can we start?</p><p>1 All in for the construction of the 202 Loop</p><p>I believe the benefits to the valley outweigh the negatives to the few impacted.</p><p>relief from building traffic along the 10 corridor will help all those who use this route daily.</p><div><div>Optional</div><div><div>Name</div><div>Derek Kreh</div><div>Email</div><div>DmKREH@yahoo.com</div><div>Address</div><div>4029 W Darrow St</div><div>City</div><div>Phoenix</div><div>State</div><div>AZ</div><div>Zip</div><div>85041</div><div>Phone</div><div>480-381-4916</div><div>Fax</div><div></div></div></div><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><div><div>ADOT</div><div><div>U.S. Department of Transportation</div><div>Federal Highway Administration</div></div></div><div>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</div></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>From: Projects To: ADOT Subject: FW: SM Comment Date: Tuesday, May 28, 2013 8:22:03 AM</p>
	<p>From: John Krick [mailto:john_krick@yahoo.com] Sent: Monday, May 27, 2013 6:51 PM To: Projects Subject:</p>
	<p>Please build the 202 South Mountain. Rich people should not dictate the needs of all. Please make a rational decision related to a rational plan- build it. John T Krick</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
1		Comment noted.

Code	Comment Document
1	<div>Jeff Krobot</div> <div>Having lived in cities that ignored the future freeway needs of their residents, I urge you to approve the 202.</div> <div>Document Created: 5/21/2013 2:41:41 PM by Web Comment Form</div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div>Patricia Kryzak</div> <div>Document Created: 5/28/2013 5:16:53 PM by Web Comment Form</div> <div>It makes sense to connect the new proposed 202 to the 101 in Tollson. It would relieve traffic congestion that occurs every morning on I 10 between 75th Ave. and interstate 17.</div>

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: Sierra Club on behalf of Sandie Kubie To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Tuesday, May 28, 2013 9:16:32 AM</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>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. 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>PROTECT our communities, our health, and our environment by selecting the No Action Alternative. Again, if you are confused as to why, reread the above paragraph regarding Habitat destruction and wildlife disruption. We want a SMART solution. Concentrate on a well-planned mass transit. Be progressive and forward thinking, don't blow this!</p> <p>Sincerely,</p> <p>Sandie Kubie 9680 W Rain Lily Ln</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
	Tucson, AZ 85743-8324

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

Code	Comment Document
	<div><div><div><div><div></div><div><div><div><div><div></div><div><div></div></div></div><div><div><div>From:</div><div>To:</div><div>Subject:</div><div>Date:</div></div></div><div><div><div>Ed Kucharski</div><div>Projects</div><div>loop 202 south mountain</div><div>Tuesday, June 04, 2013 12:47:13 PM</div></div></div></div></div></div><div><div>1</div><div>1) Alignment: Pecos Road west connecting with I-10/loop 101 at 99th avenue. Any other I-10 intercept is economically and environmentally unacceptable.</div></div><div><div>2</div><div>2) There shall be no exits on the Pecos Road alignment that allow access to the GRIC. If GRIC wishes access to the freeway, the GRIC will 100% fund all studies for such access and if studies, and AZDOT approve, GRIC will reimburse AZDOT all construction costs.</div></div></div></div></div></div>

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	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

4421

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.

Page 7

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www.drivernix.com

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>4081</p> <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>3 MR. KUGEL: Tom Kugel. 4 I own a house down there, and while it's not 5 on Pecos, several streets in, so I think it will impact 6 me personally, will be mitigated. I still feel that 7 there's going to be a visual eyesore there. There's 8 going to be an audio issue. 9 And then I don't know how clear they've 10 defined whether they're going to raze -- exercise 11 eminent domain and raze some properties. My 12 understanding is the church might go on 24th Street. 13 I'm concerned about what it's going to do to 14 housing valuations in Club West where I'm at. There's 15 a school right along the line on Pecos line. 16 The film I just saw had a variety of options 17 for the Pecos Road alignment, but then they went on to 18 say the Pecos Road alignment was the preferred one, 19 which puzzled me, because it's right next to the 20 school. 21 What's going to happen to the valuations of 22 the homes that are on Pecos? What's the time frame? 23 Are they still negotiating with the Gila River Indian 24 Community? Because I've not heard anything about that. 25 I initially heard there was. Where can I get the EIS?</p> <p>1 That's not clear. How many lanes, 10 or 8? I don't 2 know. 3 So I just -- I strongly oppose it for those 4 reasons and the detrimental impact it will have on the 5 foothills and Club West community. It will change the 6 whole dynamic of that area. 7 That's pretty much it.</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	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	Acquisitions and Relocations	
4	Neighborhoods/Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
5	Economics, Socioeconomics	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138–47; “Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor”). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
6	Construction	If an action alternative were to be the Selected Alternative, right-of-way acquisition would begin immediately after the record of decision and construction of the entire freeway corridor is estimated to take approximately 5 years.
7	Alternatives, Gila River Indian Community Alignment	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
8	Public Involvement	Printed copies of the Draft Environmental Impact Statement and related documents are available for purchase from the Arizona Department of Transportation upon request by calling (602) 712-7767. Copies of the Draft Environmental Impact Statement are available for viewing at the Phoenix Public Library (Ironwood Branch and Burton Barr - Central Library), Sam Garcia Western Avenue Library, and Tolleson Public Library. Electronic versions are available for download from the Arizona Department of Transportation Web site, <azdot.gov/southmountainfreeway>.

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9	Design	The proposed South Mountain Freeway is planned to be eight lanes wide. It would have, in each direction, three 12-foot-wide general purpose lanes and one high-occupancy vehicle lane. The four lanes in one direction would be separated from the other four lanes by a median barrier with left shoulders adjacent. Figure 3-34, on Final Environmental Impact Statement page 3-58, provides a typical cross-section representation of the freeway.
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 page 4-91).

Code	Comment Document
1	<div><div><div><div><div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div></div></div></div></div></div> <div><p>From: Projects To: ADOT Subject: FW: Comments on South Mountain Freeway Draft EIS Date: Monday, July 22, 2013 8:50:07 AM Attachments: kuminoff_comments_DEIS.pdf</p><hr/></div> <div><p>From: Nick Kuminoff [mailto:kuminoff@gmail.com] Sent: Sunday, July 21, 2013 4:51 PM To: Projects Cc: Nick Kuminoff Subject: Comments on South Mountain Freeway Draft EIS</p><p>Dear South Mountain Study Team,</p><p>I am writing to comment on the draft environmental impact statement (DEIS) you released for the Loop 2002 South Mountain Freeway study. As a professional economist, a parent of young children, and a resident of Phoenix, I am deeply concerned about what I believe are serious flaws with your DEIS. Please find attached a pdf file containing a cover letter and 12 specific comments that explain some of my concerns. I look forward to seeing your responses to the specific issues I raise in your final EIS. In the meantime, I would be glad to elaborate on any of the issues I raise. Feel free to have your staff contact me with questions.</p><p>Best Regards,</p><p>Nick Kuminoff kuminoff@gmail.com 480-727-9802</p><hr/></div> <div><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><p>.</p></div>

Code	Issue	Response
1		Specific comments are addressed below.

Code	Comment Document
	<div>July 21, 2013</div> <div>South Mountain Study Team Arizona Department of Transportation 1655 West Jackson Street, MD 126F Phoenix, Arizona 85007</div> <div>RE: Comments on Draft EIS for South Mountain Freeway (FHWA-AZ-EIS-13-01-D)</div> <div>Dear South Mountain Study Team,</div> <div><div>1</div><p>I am writing to comment on the draft environmental impact statement (DEIS) you released for the Loop 2002 South Mountain Freeway study. As a professional economist, a parent of young children, and a resident of Phoenix, I am deeply concerned about your DEIS. Overall, I think the DEIS reflects an unwarranted bias toward building the freeway with the Pecos Road alignment. After careful review, I cannot help but think that the DEIS systematically overstates the benefits of building the freeway and systematically understates the negative externalities on safety and environmental quality. Furthermore, the DEIS should be forthright about the fact that the precise magnitudes of both the benefits and costs are uncertain. Yet the DEIS has an asymmetric treatment of uncertainty. Economic costs, such as the public health consequences of increased air pollution in Ahwatukee, are dismissed entirely because they are uncertain. Meanwhile, economic benefits, such as the projected reductions in congestion on the I-10, are falsely presented as certain outcomes, despite the deeply uncertain nature of such projections. Finally, the DEIS falls far short of established “best practices” for the analysis of public projects as defined by the U.S. Office of Management and Budget (Circular A-4) and the U.S. Environmental Protection Agency’s <i>Guidelines for Preparing Economic Analysis</i> (2010). I think it would be highly irresponsible to proceed with building the freeway without first conducting a serious economic analysis that quantifies the benefits and costs, and fully addresses uncertainty.</p><p>Please find attached 12 specific comments that explain my concerns with selected aspects of your DEIS. I look forward to seeing your responses in the final EIS. I would be glad to clarify any of the issues I raise to your staff. Feel free to contact me with questions.</p><div>Best Regards,  Nicolai V. Kuminoff kuminoff@gmail.com</div></div> <div>1</div>

Code	Issue	Response
1	Purpose and Need	<p>At the beginning of the environmental impact statement process, the need for a major transportation facility was reexamined to determine whether such a facility is still needed. Validation of those findings occurred throughout the entire environmental impact statement process. Analysis of the purpose and need for the proposed action followed National Environmental Policy Act and Federal Highway Administration implementing guidance on the subject matter and used state-of-the-practice analytical tools, as pointed out in Table 1-3, “Traffic Analysis Tools,” on page 1-13 of the Draft Environmental Impact Statement. The results of the analysis determined that a transportation problem does exist and that problem will continue in the foreseeable future (see section, <i>Conclusions</i>, on page 1-21). The comment implies that the freeway condition was predetermined. As noted on page 3-1 in the section, <i>Reconfirm the Purpose and Need for the Proposed Action</i>, a continuous validation process was undertaken throughout the environmental impact statement process to ensure past conclusions in the environmental impact statement process remained valid.</p> <p>The social, environmental, and economic effects of all alternatives, including the No-Action Alternative, are presented in the Draft and Final Environmental Impact Statements.</p>

Code	Comment Document
2	<p><u>Comment #1:</u> The DEIS implies that a majority of Maricopa County residents support building the proposed South Mountain Freeway without having any factual basis to support this implication. There are numerous examples of this, especially in the early chapters of the DEIS. One example is the “What do the results of Propositions 300 and 400 tell us” sidebar on page 1-9. The problem is that the proposed South Mountain Freeway was a fairly minor detail in the information provided to voters on the broader regional transportation plan. Voters have never had an opportunity to express their opinions on the South Mountain Freeway separately from other regional transportation projects that were bundled as part of these propositions and were in more immediate need of funding at the time the propositions were presented to voters. Furthermore, neither proposition provided voters with basic details on the South Mountain Freeway such as the expected construction cost and the number of lanes. Furthermore, at the time people voted on proposition 300 the town of Ahwatukee was largely undeveloped. Likewise, the regional transportation plan provided to voters as part of the Proposition 400 election of 2004 failed to anticipate the location, size, use, financial cost and social costs of building the freeway. It is also noteworthy that both votes occurred before the onset of the great recession. The bottom line is that there is no reason to expect that Maricopa county voters would support building the South Mountain Freeway, if they were given the opportunity to vote today. In addition, the question of whether or not voters liked the idea of a new freeway extension 30 years ago or 10 years ago is entirely irrelevant to the question of whether or not it makes sense to build the freeway today.</p> <p><u>Comment #2:</u> The effort to model the effect of the freeway on ambient concentrations of criteria air pollutants is inadequate and misleading. For example, the discussion of carbon monoxide (CO) in section 4-65 of the DEIS points out that impacts were modeled using information from Maricopa County’s current network of air quality monitoring sites in the region. Yet the discussion fails to mention that Maricopa County does not have any air quality monitoring sites in the Ahwatukee foothills (http://alert.fcd.maricopa.gov/alert/Google/v3/air.html). This is a serious flaw in the modeling assessment because the prevailing wind patterns and foothills topography will likely cause most of the emissions of pollutants to be blown into pockets of</p>

Code	Issue	Response
2	Public Involvement	<p>The section, <i>Summary of Past Agency and Public Involvement Pre-EIS Process</i>, outlines the outreach by the Maricopa Association of Governments and others since the 1980s over the South Mountain Freeway. In that outreach, through the development of the <i>Regional Transportation Plan</i>, people were provided opportunities to express concerns over the specifics of the proposed South Mountain Freeway as well as learn about the costs and design of the facility through the years. Construction cost estimates are subject to constant updates just as, for reasons noted in the comment, economic conditions are subject to change. The amount of funding set aside for the proposed action in the <i>Regional Transportation Plan</i> is in line with projected costs.</p> <p>Regarding the sidebar on page 1-9 of the Draft Environmental Impact Statement referenced in the comment, the text makes no reference to the proposed action. The comment asserts that the page 1-9 sidebar is an example of the Draft Environmental Impact Statement “implying that a majority of Maricopa County residents supports building the proposed South Mountain Freeway.”</p> <p>The sidebar referenced says 1) there is “continued public support for investment in regional transportation projects,” 2) “voters in 90 percent of the county’s 1,058 voting precincts voted in favor of Proposition 400 and the projects it would fund,” and 3) “voters in 81 percent of the 31 voting precincts in the Study Area favored Proposition 400 and the projects it would fund.”</p>
3	Air Quality	<p>The air quality assessment for impacts from carbon monoxide followed the U.S. Environmental Protection Agency guidelines in Guideline for Modeling Carbon Monoxide from Roadway Intersections (A-OAQPS, 1992). Inputs to the model were based on U.S. Environmental Protection Agency-recommended values or were selected to provide a conservative estimate of impacts. Modeling methodology and results were reviewed by the Federal Highway Administration, Arizona Department of Transportation, and Maricopa Association of Governments. As noted on page 4-65 of the Draft Environmental Impact Statement, over 700 receptors were modeled for carbon monoxide concentrations. Receptor placement met the criteria for selecting modeling locations as specified in 40 Code of Federal Regulations Part 93.123(a). The air quality analyses were updated for the Final Environmental Impact Statement, including a quantitative particulate matter (PM₁₀) analysis, and are more fully described beginning on page 4-68 of the Final Environmental Impact Statement.</p>

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	localized air pollution above residential neighborhoods in Ahwatukee in between the freeway and South Mountain Park.
4	<p><u>Comment #3:</u> Failure to model the impact of the freeway on ground level ozone concentrations above residential neighborhoods in Ahwatukee is a serious problem as emissions generated by the freeway may very well exceed national standards for 8-hour ambient ozone concentrations. As noted earlier, the prevailing wind patterns and topography of the region are likely to cause most of the emissions to sit in air pockets above residential neighborhoods in Ahwatukee. Furthermore, these neighborhoods are highly populated by families with young children who are identified by the Environmental Protection Agency as being a “sensitive group” with respect to ozone (Federal Registrar, Vol. 64, No. 149, Wednesday, August 4, 1999, Rules and Regulations).</p>
5	<p><u>Comment #4:</u> The lack of air quality monitors in the Ahwatukee foothills area undermines the credibility of the entire air quality assessment provided in the DEIS. Air quality monitors are needed to inform the assessment of potential effects of the freeway on air quality. The current assessment does not make a serious attempt to model air quality impacts in Ahwatukee, which contains the neighborhoods that will experience the largest negative effects of increased air pollution generated by the freeway.</p>
65	<p><u>Comment #5:</u> The DEIS’s overall conclusion that building the freeway will not cause an increase in violations of federal ambient air quality standards is misleading. This conclusion simply exploits the current placement of air quality monitors. By providing an incentive for truckers and non-local drivers to avoid traveling through central Phoneix, the South Mountain freeway will divert air pollution away from the areas that have air quality monitors and into areas that do not have air quality monitors, such as the Ahwatukee foothills. Ambient air quality will surely worsen in Ahwatukee and may very well violate federal standards for the criteria pollutants. Of course this will not cause any violations if there are no air quality monitors to measure the violations. This highlights the need for a more serious assessment of air pollution impacts from the proposed freeway, and it also highlights the need to place air quality monitors at several locations in the Ahwatukee foothills.</p>

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4	Air Quality/ Children’s Health	<p>As noted on page 4-76 of the Final Environmental Impact Statement, since ozone is a regional pollutant, there is no requirement to analyze potential impacts and no possibility of localized violations of ozone to occur at the project level. The Maricopa Association of Governments is responsible for developing plans to reduce emissions of ozone precursors in the Maricopa area. The Preferred Alternative is included in the <i>Regional Transportation Plan</i> that has been determined by the U.S. Department of Transportation to conform to the State Implementation Plan on February 12, 2014.</p> <p>A common theme in public comments on the proposed project has been the potential impacts of the project on children’s health, primarily through vehicle emissions and noise. Many commenters raised concerns about the proximity of the project to schools or other aspects of the project that may affect children. In addition, the U.S. Environmental Protection Agency requested that the Final Environmental Impact Statement address Executive Order 13045, <i>Protection of Children from Environmental Health Risks and Safety Risks</i>.</p> <p>Throughout the Final Environmental Impact Statement, potential impacts on and subsequent mitigation for human health are disclosed and identified, as inherent in the environmental impact statement process. The Final Environmental Impact Statement incorporates an assessment of the potential impacts of the proposed project on all populations, including children. The Final Environmental Impact Statement addresses potential impacts of the project on children in the Chapter 4 environmental consequences analyses.</p> <p>The U.S. Environmental Protection Agency’s Toxicity and Exposure Assessments for Children’s Health report (see page 4-73 of the Final Environmental Impact Statement) indicated that indoor air concentrations of benzene are usually higher than outdoor levels and that indoor air in smokers’ homes is a significant contributor to children’s exposures. It mentioned children when identifying the effects of acute exposure to naphthalene. The Final Environmental Impact Statement acknowledges and fully discloses public scoping comments that raised the topic of health effects on neighborhoods and adjacent schools (see page 4-31 of the Final Environmental Impact Statement).</p> <p>The Final Environmental Impact Statement evaluates Clean Air Act criteria air pollutant concentrations in Maricopa County and the Phoenix area (see pages 4-75 to 4-77 of the Final Environmental Impact Statement). With regard to air quality impacts, the Final Environmental Impact Statement addresses children’s health impacts within the broader discussion regarding health impacts under the National Ambient Air Quality Standards. Clean Air Act Section 109(b)(1) requires the U.S. Environmental Protection Agency to promulgate primary National Ambient Air Quality Standards at levels that allow an adequate margin of safety and are requisite to protect the public health. As noted by the U.S. Environmental Protection Agency in its 2013 rulemaking for particulate matter, Clean Air Act Section 109’s legislative history demonstrates that the primary standards are “to be set at the maximum permissible ambient air level... which will protect the health of any [sensitive] group of the population” (78 <i>Federal Register</i> 3086 and 3090) (quoting S. Rep. No. 91-1196, 91st Cong., 2 Sess. 10 [1970]) (alterations in original). Accordingly, the Final Environmental Impact Statement National Ambient Air Quality Standards-based evaluation of criteria air pollutants includes a health-based review of sensitive populations, including children, given the National Ambient Air Quality Standards inherent consideration of those factors. Furthermore, the National Ambient Air Quality Standards-based assessment</p>

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7	<p><u>Comment #6:</u> Pages 4-69 and 4-70 provide a deeply flawed rationale for ignoring the impact of the freeway on human health outcomes. The DEIS claims that decision makers should not be provided with information on health outcomes of building the freeway because the magnitudes of those outcomes are judged by DOT to be highly uncertain. I will explain three problems with this logic:</p>
8	<p>A. Ignoring uncertainty violates federal standards for evaluating public projects, as outlined by the United States Office of Management and Budget’s Circular A-4 (http://www.whitehouse.gov/omb/circulars_a004_a-4) and the United States Environmental Protection Agency’s <i>Guidelines for Preparing Economic Analysis</i>. For example, OMB Circular A-4 has a special section devoted to the appropriate treatment of uncertainty in the evaluation of public projects. It clearly states that uncertainty outcomes should be quantified and this information should be provided for public review and to decision makers. For example, it instructs analysts involved in the preparation of impact statements that <i>“the important uncertainties connected with your regulatory decisions need to be analyzed and presented as part of the overall regulatory analysis”</i> and that <i>“by assessing the sources of uncertainty and the way in which benefit and cost estimates may be affected under plausible assumptions, you can shape your analysis to inform decision makers and the public about the effects and the uncertainties of alternative regulatory actions”</i> and that <i>“wherever possible, you should use appropriate statistical techniques to determine a probability distribution of the relevant outcome.”</i> It also states that <i>“when uncertainty has significant effects on the final conclusion about net benefits, your agency should consider additional research prior to rulemaking. The cost of being wrong may outweigh the benefits of a faster decision. This is true especially for cases with irreversible or large upfront investments.”</i></p>
7	<p>B. The South Mountain Freeway is likely to have large negative health effects. The large impacts of air pollution on morbidity and mortality are well documented as is the fact</p>

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4 (cont.)		<p>ensures adequate consideration of health-based issues as “[t]he requirement that primary standards provide an adequate margin of safety was intended to address uncertainties associated with inconclusive scientific and technical information ... and to protect against hazards that research has not yet identified” (78 <i>Federal Register</i> 3090).</p> <p>Sensitive receivers for air and noise are already included in the air quality and noise analyses in accordance with State and federal guidance. Both sections, <i>Air Quality</i> and <i>Noise</i>, beginning on Final Environmental Impact Statement pages 4-68 and 4-88, respectively, have addressed requirements under the National Environmental Policy Act. As stated on page 4-89 of the Final Environmental Impact Statement, over 220 sensitive receivers were evaluated at exterior locations from a traffic noise perspective. All of the receivers represent noise-sensitive land uses in proximity to the proposed project, including homes, schools, and parks, and these receivers would have higher noise levels than similar facilities more distant from the proposed action.</p> <p>Receptor placement met the criteria for selecting modeling locations as specified in 40 Code of Federal Regulations § 93.123(a). The carbon monoxide analysis was updated in the Final Environmental Impact Statement. Although a qualitative analysis of particulate matter (PM₁₀) was presented in the Draft Environmental Impact Statement, a quantitative project-level particulate matter (PM₁₀) hot-spot analysis is included in the Final Environmental Impact Statement. The results of the air quality updates are summarized in the prologue to the Final Environmental Impact Statement (page xiii) and are more fully described beginning on page 4-68 of the Final Environmental Impact Statement. The carbon monoxide and particulate matter (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. Through analysis, the Federal Highway Administration has determined that the proposed project would not produce disproportionate impacts on children.</p>
5	Air Quality	<p>Data from various Maricopa County Air Quality Department monitoring sites were used in the air quality analyses. Siting, operation, and recording information from monitoring sites are the responsibility of the Maricopa County Air Quality Department. See <maricopa.gov/aq/>. The monitoring information used in the air quality analyses is discussed in greater detail in the air quality technical report prepared for the project which is available on the project Web site at <azdot.gov/southmountainfreeway>. The results of the analyses are summarized in the Final Environmental Impact Statement. According to Environmental Protection Agency guidance, new monitors are not necessary to analyze air quality impacts.</p>
6	Air Quality	<p>The air quality assessment for impacts from carbon monoxide followed the U.S. Environmental Protection Agency guidelines in Guideline for Modeling Carbon Monoxide from Roadway Intersections (A-OAQPS, 1992). Inputs to the model were based on U.S. Environmental Protection Agency-recommended values or were selected to provide a conservative estimate of impacts. Modeling methodology and results were reviewed by the Federal Highway Administration, Arizona Department of Transportation, and Maricopa Association of Governments. Included in the analyses are data on the proposed vehicles using the proposed freeway, including heavy trucks.</p>

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	<p>that these impacts are largest for sensitive groups such as children and seniors. This is of special concern due to the large proportion of families with young children and communities of seniors in Ahwatukee. See the EPA’s (2011) <i>Second Prospective Study 1990-2020 of the Clean Air Act</i> and the associated appendices for the epidemiological consensus on health impacts and calibrated dose-response functions. The range of potential health impacts should be quantified and monetized using standard measures of the “value of a statistical life” consistent with best practices in regulatory evaluation established in the OMB and EPA guidelines. Even the lower bound on number of lives lost is likely to be sufficiently high to raise serious concerns for policy makers.</p>
7	<p>C. The effects of the freeway on health outcomes are no more uncertain than the effects of the freeway on commute times. Yet, there is no mention of uncertainty in commute times. Throughout the DEIS, the economic benefits of building the freeway are conveyed with a false sense of precision whereas the environmental costs are dismissed altogether because they are uncertain. This asymmetric treatment of uncertainty has the effect of biasing the DEIS in favor of building the freeway with the Pecos road alignment.</p>
9	<p><u>Comment #7:</u> The DEIS fails to adequately address the uncertainty of benefits from building the freeway. For example, the actual reduction in commute time that would be realized if the freeway were to be build will depend on several sources of uncertainty, including but not limited to: (i) future patterns of residential development; (ii) future location choices made by firms; (iii) future residential and job location choices made by workers; (iv) future trends in telecommuting; (v) future trends in “flex-time” and the ability of workers to commute during off-peak hours; (vi) future trends in the national economy; (vii) future trends in in the international economy and trade that influence the rate of trucking through Phoenix; (viii) future trends in automobile design; (ix) the impact of building the freeway on the desirability of living in Ahwatukee; and (x) future trends in the price of gasoline, electricity, and other factors affecting commuting costs. These sources of uncertainty should be carefully analyzed and policy makers should be informed</p>

Code	Issue	Response
6 (cont.)		As noted on page 4-65 of the Draft Environmental Impact Statement, over 700 receptors were modeled for carbon monoxide concentrations. Receptor placement met the criteria for selecting modeling locations as specified in 40 Code of Federal Regulations Part 93.123(a). The carbon monoxide analysis was updated in the Final Environmental Impact Statement. Although a qualitative analysis of particulate matter (PM ₁₀) was presented in the Draft Environmental Impact Statement, a quantitative project-level particulate matter (PM ₁₀) hot-spot analysis is included in the Final Environmental Impact Statement. The results of the air quality updates are summarized in the prologue to the Final Environmental Impact Statement (page xiii) and are more fully described beginning on page 4-68 of the Final Environmental Impact Statement.
7	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.
8	Impacts	Comment is duly noted. The Draft Environmental Impact Statement notes matters of uncertainty throughout the entire document. Examples include study findings in the sections, <i>Air Quality, Noise, Visual Resources, Land Use, Displacements and Relocations, and Cultural Resources</i> in Chapter 4. In Chapter 3, <i>Alternatives</i> , reference is made to continued monitoring of design and cost to account for needed updates. On page 4-1, in the text box, “ <i>Can the Impacts Change and, If So, How?</i> ,” text is presented on how such dynamics are tracked.
9	Environmental Analysis	40 Code of Federal Regulations § 1500.1(b): NEPA procedures must insure that environmental information is available to public officials and citizens before decisions are made and before actions are taken. The information must be of high quality. Accurate scientific analysis, expert agency comments, and public scrutiny are essential to implementing NEPA. Most important, NEPA documents must concentrate on the issues that are truly significant to the action in question, rather than amassing needless detail. The Council on Environmental Quality regulations state information for decision making must be of high quality and based on accurate scientific analysis. The models, methods, and assumptions used throughout the Draft Environmental Impact Statement account for reasonably foreseeable future conditions and dismiss speculative considerations.

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	<p>about the statistical distribution of possible outcomes for commute times. More broadly, sources of uncertainty should be addressed throughout the discussion of benefits of building the freeway.</p>
10	<p><u>Comment #8:</u> The DEIS systematically overstates the likely benefits of building the freeway to Phoenix commuters. The estimated benefits are based on statistics for projected future traffic patterns provided by the Maricopa Association of Governments. However, these statistics are primarily extrapolations of past trends. In other words, they are “made up”. They are not derived from a consistent model of residential location choice or a realistic model of commuting choices. It is difficult to believe that many workers would make residential and job location choices that would induce them to use the new freeway. Projections for future traffic congestion also fail to incorporate future growth in the share of workers who work from home or are allowed the flexibility to commute during off-peak hours. Furthermore, estimates for the opportunity cost of time used to quantify the value of reduced commute times are not consistently linked to the actual commuters who use the freeway during peak hours, but are likely driven by high-income commuters living in places such as Scottsdale who will not use the new freeway if it is build. In addition, the models of traffic congestion in the DEIS are inadequate for estimating the impact of the freeway on commute times. The DEIS fails to provide even the most basic facts about commuting. For example, what fraction of today’s metro area commuters would experience a shorter commute (in terms of physical distance) if the South Mountain Freeway were built? This information can easily be obtained from the U.S. Census Bureau’s annual Public Use Microdata Sample of respondents to the <i>American Community Survey</i>, which provides information on workers’ house locations, job locations, time leaving home to go to work, and travel times.</p>
11	<p><u>Comment #9:</u> Throughout the DEIS, the analysis of benefits of building the freeway is based on a false premise that the demand for transportation will be the same whether or not the freeway is built. This results in overstatement of the benefits of building the freeway. In reality, building the freeway is likely to change residential development patterns which, in turn, will increase the demand for using the freeway relative to the demand if the freeway had not been built. In other words, building the freeway will increase the demand for using the freeway due to increases in</p>

Code	Issue	Response
10	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> <p>The models, methods, and assumptions used throughout the Draft Environmental Impact Statement account for reasonably foreseeable future conditions and rightfully dismiss speculative considerations. As examples, the Maricopa Association of Governments, as the federally designated regional transportation planning agency, is nationally recognized as a leader in air quality modeling and traffic modeling and forecasting. The models used account for the assumptions made in the comment.</p>
11	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 projecty (see page 3-27 of the Draft Environmental Impact Statement). The model is run with and without the proposed freeway. Traffic projections are regularly updated by the Maricopa Association of Governments based on studies of travel patterns and changes in land use conditions. The traffic projections in the Draft Environmental Impact Statement are from a model adopted in 2011.</p>

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	<p>driving by current residents, increases in commercial traffic, and increased migration to areas near the freeway. These “feedback effects” will increase congestion on the freeway, diminishing its benefits, especially for existing residents of Phoenix. This effect is well known to transportation economists as “The Fundamental Law of Road Congestion”. Yet recognition of this effect is completely missing from the transportation models throughout the DEIS. In perhaps the most comprehensive empirical study of the causal relationship between road projects and traffic congestion, Duranton and Turner (2011) concluded that adding a new road with the characteristics of the South Mountain Freeway is unlikely to relieve congestion. See: Duranton, Gilles, and Matthew A. Turner. “The Fundamental Law of Road Congestion: Evidence from US Cities.” <i>American Economic Review</i>. 101 (October 2011): 2616-2652.</p> <p>12 <u>Comment #10:</u> There is overwhelming evidence in economics journals and federal regulatory evaluations that freeways produce negative externalities that substantially diminish the quality of life for those living nearby. Some of these effects will likely be reflected in reductions (or slower growth) in property values for residential neighborhoods experiencing diminished quality of life. It is standard practice to use hedonic property value methods and contingent valuation methods to quantify these costs as part of regulatory evaluations. However, no such effort is undertaken in the draft EIS. The following impacts should be quantified and included in the EIS using best practices in methods for economic valuation of environmental impacts of public projects as outlined in EPA’s Guidelines for Preparing Economic Analysis: (1) effect of air pollution on property values; (2) effect of noise pollution on property values; (3) cost of water pollution produced from freeway runoff; (4) value of lost recreation benefits to joggers and bicyclists who currently use Pecos road for recreation; (5) value of diminished recreation benefits for people using South Mountain Park due to visual disamenities, noise, dust, odors, and non-visible air pollution created by the freeway; and (6) the impact of building the freeway on crime in Ahwatukee and, in turn, the effect of increased crime on property values. This last point deserves some explanation. At present, weekly statistics from the police blotter indicate that there is virtually no violent crime or property crime in western Ahwatukee. The vast majority of Ahwatukee crimes occur in the eastern part of the town close to the I-10. The lack of crime in western Ahwatukee is likely due to the fact that, as the end of a big cul-de-sac, criminals have no</p>

Code	Issue	Response
12	Neighborhoods/ Communities	<p>The Draft Environmental Impact Statement followed standard Federal Highway Administration guidance for travel time benefits. Potential additional indirect or secondary impacts, not limited to property values, were not quantified as part of this analysis.</p> <p>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, pages 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.</p>

Code	Comment Document
	<p>escape route. Building the freeway will provide such an escape route and increase the attractiveness of the area to criminals as a result. Those who argue in favor of building the freeway often claim that Ahwatukee residents should have known that these effects might eventually occur as a result of the freeway when they first purchased property in the area and that, as a result, the negative externalities are already capitalized into property values. This claim is false. The conventional wisdom of real estate agents and homebuyers in Ahwatukee is that the freeway would never be built and that the original 1985 plan to build the freeway was simply a relic of “pre-Ahwatukee” regional planning. As a result, the freeway will act as a shock to the local housing market and depress property values.</p>
13	<p><u>Comment #11:</u> In the event of heavy traffic, road work, or accidents, drivers on the South Mountain Freeway are likely to use Chandler Blvd. as a bypass. GPS devices will mechanically divert drivers off the freeway and onto Chandler. This is especially true for the Chandler Blvd segment from S. 17th Ave to Desert Foothills Parkway because this segment has 4 lanes, a speed limit of 45mph, and no stop signs or traffic lights. This will create a serious public health hazard because the aforementioned segment of Chandler goes right through the residential neighborhood of “Club West”. Joggers, bicyclists, families and children use Chandler Blvd during the morning and evening commute hours for recreation and to walk/bicycle to/from school and parks. Young children on foot or on bicycle and joggers with headphones are often seen crossing the street. The lack of stop signs and crosswalks is not currently a problem because traffic is light. However, with some freeway commuters using the Chandler Blvd corridor as a bypass, there is likely to be a surge in traffic accidents and traffic-related pedestrian deaths in this family-oriented residential neighborhood. These effects are entirely ignored in the DEIS.</p>
14	<p><u>Comment #12:</u> The DEIS violates the spirit of Presidential Executive Order #13045 by failing to identify and assess the environmental health risks and safety risks that may disproportionately affect children as a result of the freeway. An example of the environmental health risk is the increase in ambient ozone concentrations that will affect children living in Ahwatukee, particularly those who use the numerous public schools and public parks located between South</p>

Code	Issue	Response
13	Traffic	<p>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.</p> <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> <p>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.</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> <p>With regard to noise impacts, schools were included in the categories of activities considered in the noise pollution analysis for the project in keeping with 23 Code of Federal Regulations Part 772 (see page 4-80 of the Draft Environmental Impact Statement). As stated in the Final Environmental Impact Statement on page 4-91, sensitive receivers, including schools, would be affected by implementation of the project. These impacts, however, would be mitigated as discussed in the Final Environmental Impact Statement on pages 4-90 to 4-91.</p> <p>Through analysis, the Federal Highway Administration has determined that the proposed project would not produce disproportionate impacts on children.</p>

Code	Comment Document
	<p>Mountain Park and the proposed Pecos Road alignment of the freeway. The EPA identifies children as a “sensitive group” for ambient ozone. An example of the safety risk is the increase in traffic on arterial streets that wind through residential neighborhoods in Ahwatukee, particular during periods of heavy traffic, road work, or freeway accidents when drivers will naturally use Chandler Blvd as a bypass. The traffic poses a safety risk because children frequently walk / bike / run / play on the streets that will experience increased traffic, such as Chandler Blvd from S. 17th Ave through Desert Foothills Parkway. This will increase the risk of accidental deaths of children.</p>
	9

Code	Issue	Response

Code	Comment Document
1	<div><div>Susan Lacke</div><div>Document Created: 5/21/2013 7:29:03 PM by Web Comment Form</div><div>As someone who lives in the proposed Eastern Section of the Loop 202 South Mountain Freeway, I am discouraged that this is even being considered. Why can't this money be spent on sustainable efforts, such as a rail system, which will allow people to commute without the environmental impact? I would throw 100 percent of my support behind a rail project - but encouraging even more dependance on fossil fuels and destroying what little nature we have left in this city is not the way to go. It's shameful that this is even being considered. Let's start making choices that will result in a healthy environment for future generations.</div></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.

Code

Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 6:53 PM
CALLER: JIM LACOTTA	ADDRESS: GILBERT, AZ
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

I am in favor of the South Mountain Freeway. Thank you. Goodbye.

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div><div><div></div><div><div><div><div><div></div><div><div></div></div></div><div><div><div>From:</div><div>To:</div><div>Subject:</div><div>Date:</div></div></div><div><div><div>Projects</div><div>ADOT</div></div><div><div>FW: South Mountain Freeway Comments</div><div>Tuesday, July 23, 2013 1:18:47 PM</div></div></div></div></div></div><div><div>F.Y.I.</div><div>Thank you,</div><div><div><div>Salina Tovar</div><div>Community Relations Officer</div><div>1655 W. Jackson St.</div><div>MD 126F, Room 170</div><div>Phoenix, AZ 85007</div><div>602.712.4629</div><div>azdot.gov</div></div><div><div><div><div><div></div><div><div></div></div></div><div><div>ADOT</div><div>Communications</div></div></div></div></div><div><div><div><div><div></div><div><div><div>From:</div><div>Sent:</div><div>To:</div><div>Subject:</div></div></div><div><div><div>Lisa LaForest [mailto:lisalaforestphx@gmail.com]</div><div>Tuesday, July 23, 2013 1:17 PM</div><div>Projects</div><div>South Mountain Freeway Comments</div></div></div></div></div></div><div><div>I strongly oppose the building of South Mountain Freeway. Although this freeway has been in the works for the past 30 years, poor planning / action has occurred during this time to preserve the land for future freeway use. Instead, lots of land was sold to builders to build thousands of homes in this quite area of Phoenix. As a result a beautiful community was created. Now through ADOTs actions, this community is on the verge of being destroyed. The dynamic of this community will NOT be the same if this freeway is built. Many people who live in Ahwatukee chose this area because it is quiet, safe, and easy to get around without traffic. This area is unique in that you get a small town feel with close access to big city amenities. This freeway will significantly increase the pollution, traffic and noise and destroy every great aspect of this community.</div><div><div>If one of the goals is to reduce traffic in the Phoenix, then how will this freeway help? By building more freeways, traffic is NOT reduced; it's only <u>redistributed</u>. Why hasn't there been a concentrated effort to expand our public transportation such as the light rail system?</div></div></div></div></div></div></div></div></div></div>

Code	Issue	Response
1	Social Conditions	While the City has some ability to control development through its zoning ordinances, the City does not have the authority to stop private land from being developed. The Arizona Department of Transportation was able to acquire large tracts of land along the Pecos Road alignment in the 1980s, but funding shortfalls kept the Arizona Department of Transportation from acquiring all of the needed land. Developers were aware of the potential freeway and made the decision to develop the land based on the risk that the freeway would eventually be built. Citizens were also aware of the potential and chose to buy homes near the freeway despite the same risk. Information related to freeway awareness and the responsibilities of the City of Phoenix, developers, and the Arizona Department of Transportation related to disclosure of the planning for the freeway is presented on page 4-13 of the Final Environmental Impact Statement.
2	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 page 4-91).
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	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	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
9	<p>This will have a greater impact of reducing traffic by taking cars off the road instead of moving them elsewhere and increasing the area of pollution. Plus a larger more efficient public transportation system will draw more local people to visit the downtown area and other parts of the valley. And if we had a significantly better public transportation system, it will likely draw other people from around the country to consider Phoenix as a place to live because of the ease of getting around town without relying on high cost fuel cars.</p>
	<p>Another concern of mine is that this “route” will ultimately be a big truck bypass, creating even more noise, pollution and traffic that what was “studied”. The simulation video did not depict the big trucks passing through. This area hasn’t been adequately addressed.</p>
	<p>Overall, I think this freeway will do more harm than good. I DO NOT want this freeway in my "backyard". ADOT needs to seriously reconsider the impact this project will have on already well-established community areas.</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
7	Purpose and Need	<p>The purpose of the proposed action is not to reduce traffic. The analysis used to assess the purpose and need for the proposed freeway followed Federal Highway Administration guidance. 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>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>
8	Alternatives, Nonfreeway Alternatives	<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>
9	Purpose and Need, Truck Bypass	

Code	Comment Document
	<div><div><div>1</div><div>2</div><div>3</div><div>4</div><div>5</div><div>6</div><div>7</div><div>8</div><div>9</div><div>10</div></div><div><div>Aaron Lahman</div><div>Document Created: 6/11/2013 7:17:34 PM by Web Comment Form</div><div>Hello. I am writing in opposition to the building of the South Mountain Freeway. I find the proposed construction of this highway deeply troubling due to a) its intrusion into sacred and historic sites of the native community of the area, b) its impact on natural areas, and c) the fact that it further commits our community to a car culture that will exacerbate sprawl, noise and air pollution, and climate change.</div><div>As a resident in the Phoenix area, I am quite dismayed by the lack of widespread mass transit options. This would seem to be a wonderful opportunity to redirect the billions to be spent on yet another highway toward innovative and wide-reaching transit options that encourage residents to move away from car travel and toward more sustainable transit options. This is particularly urgent as we see our area experiencing the impacts of climate change, especially in regard to rising temperatures and stress on our water supply. Continuing to promote car travel can only make these problems worse.</div></div></div>

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	Biology, Plants, and Wildlife	
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.
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	

Code	Comment Document

Code	Issue	Response
7	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)].
8	Alternatives, Nonfreeway Alternatives	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
9	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.
10	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

LOOP 202

South Mountain Freeway Study

2013

Draft Environmental Impact Statement COMMENT FORM

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

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

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

It is helpful to ADOT to receive comments on:

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

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

I live in Central Phoenix, just near Baseline and Central. As you know, Baseline is the main corridor for people who live in Laveen and work/shop in the east valley. I suspect that an interchange on the proposed freeway at Baseline will now funnel even more traffic through the area. In fact, all of the west and northwest valley will now have access to east-west roads through South Phoenix. Already when there is a problem on I-17 or I-10, Baseline becomes a parking lot. Now imagine the potential for a problem on any of the I-10, I-17, **OR** Loop 202. Baseline will bear the full brunt.

Perhaps South Phoenix because it is home to many lower economic residents of Phoenix, is not of particular import (over)

Optional

Name Claudia Leischen Email downtownlocal@hotmail.com

Address 130 E. Greenway Rd

City Phoenix State AZ Zip 85042

Phone _____ Fax _____

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

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

13-150

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	Traffic	As shown in Figure 3-12 on page 3-29 of the Final Environmental Impact Statement, traffic on Baseline Road between 17th Avenue and 48th Street would be less in 2035 with the proposed freeway than without the proposed freeway.

Code	Comment Document
	<div><div>LOOP 202</div><div><div>South Mountain</div><div>Freeway Study</div></div><div>2013</div></div> <div><div>Draft Environmental Impact Statement</div><div>COMMENT FORM</div></div> <div><div>Additional Comments:</div><div><div>2</div><div>to the powers that be. We certainly saw that when the city council thumbed its nose at the Baseline Master Plan and allowed developers to run rough shod over the area.</div></div><div><div>3</div><div>Another consideration is the Phoenix Point of Pride - South Mountain Park. The road to San Juan lookout, which is closed to traffic everyday except for one weekend per month, goes through a valley that is a quiet haven. That, of course, will no longer be true when a freeway runs adjacent. What good is the claim to "the largest city park" if that park is perpetually bombarded with traffic noise? How is it possible that we do not have space and inclination for just one quiet retreat within the confines of this sprawling city?</div></div><div><div>I urge you to reconsider the plan to build a freeway with so much impact on South Mountain park.</div></div></div>

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

ADOT

U.S. Department of Transportation

Federal Highway Administration

FOR MORE INFORMATION:

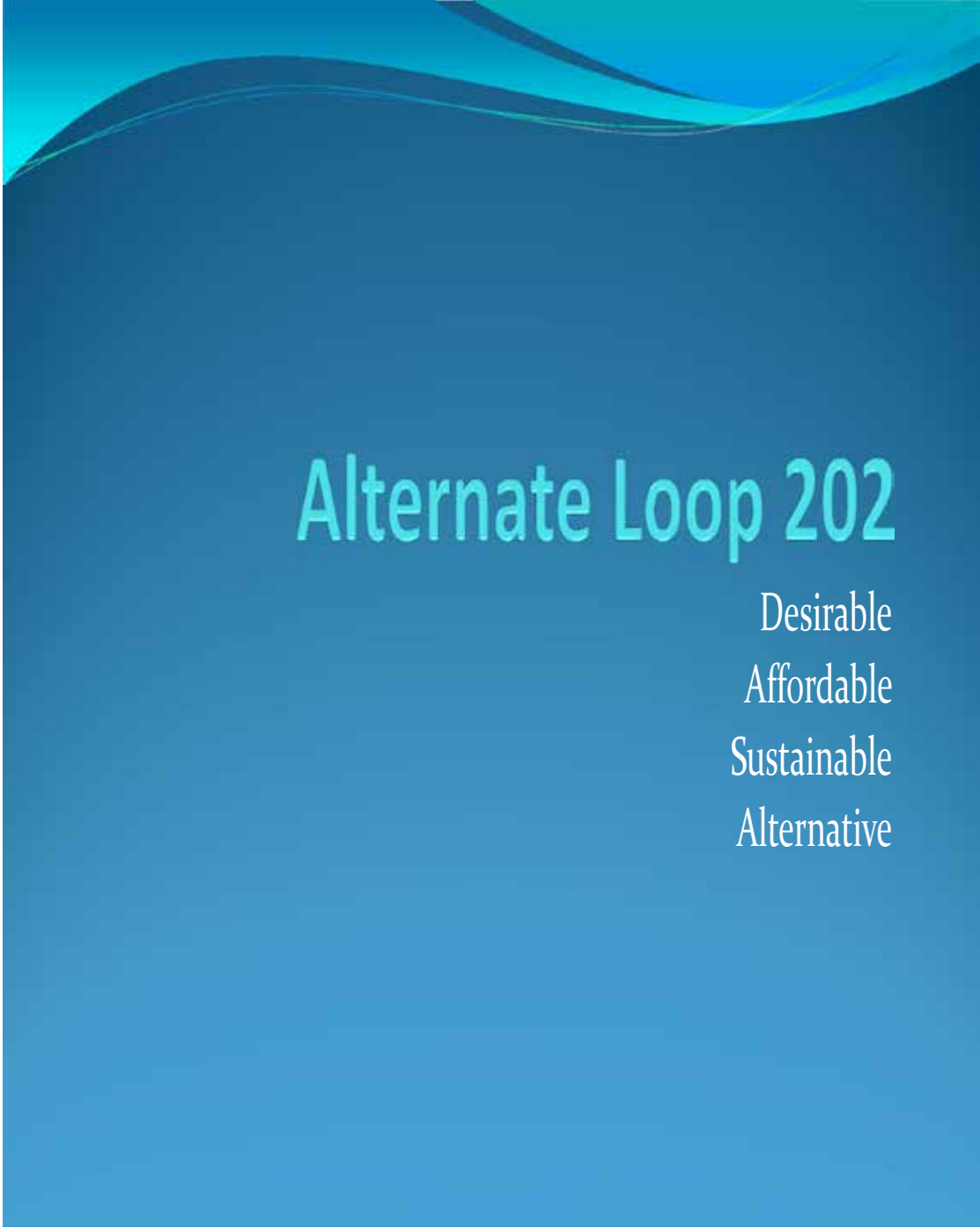
azdot.gov/SouthMountainFreeway

Code	Issue	Response
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	Noise	

Code	Comment Document
	<div><div>LOOP 202 <i>South Mountain</i> Freeway Study</div><div>2013</div><div>Draft Environmental Impact Statement COMMENT FORM</div><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><div><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><div><p>Comments must be received or postmarked by July 24, 2013.</p><p><i>I am (We are) Very worried about the size and location of the freeway. Putting the Foothills Reserve against South Mountain, I am worried about the pollution, air quality from diesel trucks and the noise. A 20 foot high wall will put us in a "prison" like environment and the heat effect will cause more respiratory problems and heat build up.</i></p><p><i>Why not continue Pecos Rd as a Parkway? Leave the rights, provide the through passage, and discourage the trucks that will ruin our way of life. As retirees, we are stuck. Can't sell, can't afford to move.</i></p><p>Optional Name <i>Bob & Pat Laity</i> Email <i>rplarity408@cox.net</i> Address <i>16827 S. 30th DR, Phoenix</i> City <i>85045</i> 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><div><div>ADOT</div><div>U.S. Department of Transportation Federal Highway Administration</div><div>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</div></div></div></div>


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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	
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	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	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	Alternatives	In the best-case scenario, a parkway would carry approximately 105,000 vehicles per day, well below the average daily traffic on the proposed freeway, which would range from 117,000 to 190,000 vehicles per day (see Final Environmental Impact Statement page 3-19). As a result, the Arizona Parkway would lack sufficient capacity to meet projected travel demand. The Arizona Parkway would not adequately address the projected transportation system capacity deficiency, would not remove a sufficient amount of traffic from arterial streets, and, therefore, would not meet the project's purpose and need. For these reasons, the Arizona Parkway was eliminated from further consideration
7	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.
8	Neighborhoods/ Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).

Code	Comment Document
	


(Comment codes begin on next page)

Code	Issue	Response


Code	Comment Document
	<div><h3>Existing Proposal</h3><ul style="list-style-type: none">Current Proposal Places Multi-Lane Multi-Use Especially Industrial/Commercial Traffic Corridor:<ul style="list-style-type: none">❖ Over Confluence of the Salt and Gila River Watersheds.❖ Disrupts existing Residences and Tribal Heritage Lands❖ Enables Environmental Hazard Risks in Residential Areas❖ Requires Removal of Existing I-10/Pecos/101 Interchange❖ Requires Construction of 8/10 Lane Interchange</div>

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Code	Issue	Response
1	Surface Water	Alternative crossings of the Salt River were studied as part of the environmental impact statement process and are discussed in Draft Environmental Impact Statement pages 4-110 through 4-112. Impacts resulting from the proposed action crossing the Salt River would be addressed in a Clean Water Act Section 404 permit if an action alternative were to become the Selected Alternative. Washes, streams, rivers, and wetlands delineated as waters of the United States, or jurisdictional waters are regulated by the U.S. Army Corps of Engineers through use of Section 404 permits. When avoidance of waters of the United States is not practicable, minimization of impacts would be achieved, and unavoidable impacts would be mitigated to the extent reasonable and practicable. The permitting process for Section 404 requires Clean Water Act Section 401 certification. This certification is regulated by the Arizona Department of Environmental Quality for waters of the United States, except on tribal land, where it is regulated by the U.S. Environmental Protection Agency. For construction of the proposed action, the Arizona Department of Transportation and its contractors would be required to comply with Sections 401 and 404 of the Clean Water Act and ensure that permit conditions and mitigations would be met during construction. The general and special conditions of the Section 404 Individual Permit would minimize impacts on waters of the United States to the extent practicable.
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	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.
4	Hazardous Materials	
5	Design	The Interstate 10/Pecos Road/State Route 202 Loop system traffic interchange was constructed to be able to accommodate the proposed action and would not have to be removed.

Code	Comment Document
	<div><h3>Existing Proposal</h3><ul style="list-style-type: none">• Up-Sized 1983 City Plan in Current 2013 Environment<ul style="list-style-type: none">• Phoenix City has Outgrown Initial Proposal• Ignores Trend to Commuter Rail and Alternative Transportation• Is Inadequate for Commercial Traffic and Residential Traffic as Well</div>

Code	Issue	Response
6	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.
7	Alternatives, Nonfreeway Alternatives	
8	Alternatives	The proposed freeway would be capable of accommodating both residential and commercial traffic, just as all existing freeways in the Phoenix metropolitan area do. 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 forecast truck traffic is based on existing traffic studies and projected socioeconomic data. This percentage is similar to current conditions on Interstate 10 between Loop 101 and Interstate 17 and on U.S. Route 60.

Code	Comment Document
	<div><div>Existing Proposal</div><div><div>Alternatives studied in the Draft Environmental Impact Statement</div></div></div>

(Comment codes continue on next page)

Code	Issue	Response

Code

Comment Document

9

10

11

Creative Proposal

- Phoenix Bypass
 - Commercial & Outer Loop Traffic
 - Lower Cost/Mile Construction Costs
- Gadsden Parkway
 - 4 Lane Residential
 - Phoenix Commuter Rail Easment
 - Reuse I-10 Stack (\$100Ms savings)
 - Greenway Access:
 - Trail Riding,
 - Hike,
 - Bike
 - between South Mt
 - And Estrella Mt.
 - Park Systems

(Comment codes continue on next page)

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	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 alignment proposed in the comment is similar to freeway alignments proposed for State Route 303L south of Interstate 10 and the Hassayampa Freeway (as described in the Maricopa Association of Governments <i>Interstate 10/Hassayampa Valley Roadway Framework Study</i> and the <i>I-8/I-10 Hidden Valley Transportation Framework Study</i>). The alignment would be similar to the State Route 85/Interstate 10 Alternative 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.
11	Alternatives	<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, a Parkway would lack sufficient capacity to meet projected travel demand. A 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, a Parkway was eliminated from further consideration.</p> <p>Also, the alignment proposed in the comment would be located primarily within Gila River Indian Community land. The Gila River Indian Community has not given permission to study in detail alternatives on its 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 Draft 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
7	<div></div> <p><i>Creative Proposal</i></p> <ul style="list-style-type: none">• Creative Proposal Provides<ul style="list-style-type: none">❖ Commercial Commerce Option.<ul style="list-style-type: none">❖ Places Commercial Traffic in less developed areas❖ Residential Option Supporting Ahwatukee Tax Base.<ul style="list-style-type: none">❖ Similar to the Piestewa Fwy❖ Commuter Rail Option for Sports, Entertainment & Downtown Access.❖ Eliminate I-10 Stack Road Construction Re-work.❖ Supports Az. Sustainability Initiatives❖ Potential Overall Project Cost Savings❖ Potential for Future Phoenix Growth

Code	Issue	Response

Code	Comment Document
1	<div><div><div><div><div>LOOP 202</div><div>South Mountain</div><div>Freeway Study</div></div><div>2013</div></div><div><div>Draft Environmental Impact Statement</div><div>COMMENT FORM</div></div><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><div><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><div><p>Comments must be received or postmarked by July 24, 2013.</p><div><div>Love It. Build It.</div></div></div><div><p>Optional</p><p>Name <u>Philip Lambiare</u> Email <u>Philip Lambiare</u></p><p>Address <u>5419 W. Greendale Road</u></p><p>City <u>Laveen</u> State <u>AZ</u> Zip <u>85539</u></p><p>Phone <u>602-361-4019</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><div><div><div>ADOT</div><div>U.S. Department of Transportation Federal Highway Administration</div></div><div>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</div></div></div></div></div>

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

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① The pollution impact on our neighborhoods and schools would be significant. Two elementary schools would be directly behind the wall which would not hold back pollution. The Foothills slope up and the mountains would trap the pollution.

② Noise. Again, the wall would have minimal impact because of the staircase elevation.

③ Safety: This would become a trucker route. This would increase truck traffic that would come into the Foothills and create a hazards. This truck traffic is not safe, is noisy (see #2), and would add pollution (see #1)

④ This will destroy sacred Native American land. Have we not learned from our previous mistreatment of Native Americans?

Optional

Name Michael Lamp Email michaellamp73@gmail.com

Address 16047 S. 9th Pl

City Phx. 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 011 • Federal-aid Project No.: NH-202-D(ADT)

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	Health Effects	
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	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.
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	Noise	The Maricopa Association of Governments regional travel demand model forecasts approximately 10 percent truck traffic on the South Mountain Freeway in 2035 (see Final Environmental Impact Statement page 3-64). This percentage is similar to current conditions on Interstate 10 between Loop 101 and Interstate 17 and on U.S. Route 60. Air quality and noise modeling for the Draft and Final Environmental Impact Statements used this forecast truck traffic (see Final Environmental Impact Statement pages 4-68 and 4-100, respectively). Noise mitigation is designed for this predicted noise level, including the noise from trucks.

(Responses continue on next page)

Code	Comment Document

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

Code	Comment Document
	<div>5027</div> <div><div><div>1</div><div>2</div></div><div><div>3</div><div>1</div><div>4</div><div>5</div></div><div><div>6</div><div>7</div></div></div> <div><p>1 MR. LANCE: Basically, we moved to the community</p><p>2 about three years ago. We live in the Foothills, right</p><p>3 alongside of Pecos, so we're right next to the golf course. We</p><p>4 purchased it before, right when we started our family. And we</p><p>5 purchased here because of the safety and the security, the</p><p>6 seclusion. Our big concern here now is: With Pecos becoming</p><p>7 the interstate highway, a lot of that is going to be lost. Not</p><p>8 only the safety aspect but the environmental aspect, the air</p><p>9 quality, the way of life, the hiking. All of those things that</p><p>10 we were drawn to with the Ahwatukee Foothills is going to be</p><p>11 taken away in respect to what we were expecting when we moved</p><p>12 in here.</p><p>13 So it's a big concern because, even for the</p><p>14 families that live here and have moved here for that quality,</p><p>15 even before the highway is open, that eight- to nine-year</p><p>16 period where they're building this highway will also have an</p><p>17 impact on our quality. Our air, our breathing, our noise is</p><p>18 all going to be altered, not to mention the depreciation of our</p><p>19 house values that come during that time if for any reason we</p><p>20 choose to move because of what we don't have anymore.</p><p>21 So I don't know how to convey that in a way that's</p><p>22 not about me but about the rest of the people in the community,</p><p>23 as well. Not to mention, our church will have to be torn down,</p><p>24 something that we've been a part of for now three years and</p><p>25 won't be able to attend anymore.</p></div> <div>Page 31</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

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	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	Construction	<p>The construction duration for the entire 22-mile-long freeway would be approximately 5 to 6 years (see page 3-59 of the Final Environmental Impact Statement). The project would be constructed in segments similar to how other freeways in the region have been constructed. The total duration of construction for the segment along Pecos Road would only be approximately 1 to 2 years.</p> <p>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)</p>
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>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 4-98 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.</p>
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. A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
(Responses continue on next page)		

Code	Comment Document
8	<div><div>1 So just some of the small impacts. There's a</div><div>2 greater good, maybe. But, based on the research I've done,</div><div>3 there is not -- it's not going to be a faster alternative to</div><div>4 get to the other side of the Valley. It's actually going to</div><div>5 take a few minutes more. So the environmental impact way</div><div>6 outweighs the need for that transportation.</div><div>7 I guess that's all I really need to say.</div><div>8</div><div>9</div><div>10</div><div>11</div><div>12</div><div>13</div><div>14</div><div>15</div><div>16</div><div>17</div><div>18</div><div>19</div><div>20</div><div>21</div><div>22</div><div>23</div><div>24</div><div>25</div></div> <div>Page 32</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

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

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
9	Air Quality	<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>
10	Noise	<p>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 that may be elevated above the road, and any recommended 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>
11	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>
12	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

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 6:52 PM
CALLER: SHIRLEY LANDERS	CALLER ADDRESS: 9745 WEST TONAPAH DRIVE, PEORIA, ARIZONA 85382
PHONE:	EMAIL:
CALLER REMARKS/QUESTIONS: Please build the South Mountain freeway. It will give us jobs and we need it for the traffic too. Thank you.	

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>Phoenix, and Laveen Village resident.</p> <p>Regards, Beth A. Landish</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>and completing the Loop 202. As a resident of Laveen, I built my house with the plan that the freeway would be built. After large shopping centers that were slated to be completed years ago backed out I started to be discouraged. It's clearly not feasible for the Laveen area to have growth without the freeway being built.</p> <p>I think that the freeway would lessen traffic congestion. Since we in Laveen only have major streets like 35th Av, 51st Av, and 67th Av to reach the I-10 in the north, or taking Baseline Rd clear east to hit the I-10 there, we are constantly traveling on city streets. In addition to regular vehicle traffic, we constantly deal with semi-trucks and trailers coming through our residential areas because it's the only path they're able to take. With the South Mountain Freeway the trucks would be able to use the freeway and get off the neighborhood streets.</p> <p>There is money to build this freeway. Many, many years ago it was voter approved (twice!) and it's time to make good on what the people voted for.</p> <p>The people of Laveen, southwest Phoenix, and north along the proposed W59 route, would all benefit from the freeway. Not only would building the freeway create jobs, but the stores and businesses that would come along the route would also create jobs and keep shopping in our local areas.</p> <p>It is time to build this freeway.</p> <p>I also want to say thank you for the great resources as I was finally able to see the visual simulation of what it may look like! Since I live very close to the proposed route I've always been a bit nervous about how it would look. While nothing is perfect, I think the impact on traffic congestion of having the freeway built and the possible economic opportunities that will come with it, are all well worth it.</p> <p>Please let me know if you require additional information identifying me as an Arizona, Phoenix, and Laveen Village resident.</p> <p>Regards, Beth A. Landish</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

4266

1 regional availability. I have friends who live on
2 the east side of town who want to get to the West
3 Valley or points west, and this will also help them
4 by being able to bypass downtown Phoenix completely.
5 That's it for me. Thanks for your time.

6 THE FACILITATOR: Thank you, sir.

7 Larry Landry. Mr. Landry, you have three
8 minutes. Here's your timer; please begin.

9 MR. LANDRY: Thank you. Hey, Steve. My
10 name is Larry Landry; I live at 2409 East Solano
11 Drive. I'm officially retired now; however, for 28,
12 almost 30 years, I've worked on freeway issues,
13 including the 1985 vote where the South Mountain
14 Freeway was voted in. Ironically, the 303 was an
15 optional freeway at that time. Look at all the money
16 that we spent on that. 55th Street alignment, the
17 preferred alignment, avenue alignment, is the key
18 one, and it's been 28 years.

19 I know you have difficult decisions to make
20 on the route, but this was on the map well before any
21 homes were built in Ahwatukee, and sometimes the
22 greater good, our air pollution is getting worse
23 every day in every way, and if you -- you know,
24 better than I, I-10, I-17, the Broadway curve is a
25 parking lot all too often. We need this reliever.

Page 91

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div></div><div><div>1We need it yesterday. I applaud you. It's been a</div><div>2long effort. I've been involved with it</div><div>3historically, even wrote a newspaper article once on</div><div>4the 55th Avenue alignment, and my colleague, who is</div><div>5much smarter, better looking and more</div><div>6[unintelligible] Jim Kretin [phonetic], does say</div><div>7hello, he had a family issue that came up, so he's</div><div>8not here. So I'm the pinch hitter, I'm not as good</div><div>9as the first team, but I'm trying to get to the plate</div><div>10and do the job.</div><div>11I thank you for your time. You've had a</div><div>12long day, so I will stop well under my limit, thank</div><div>13you.</div><div>14THE FACILITATOR: Thank you, sir.</div><div>15David Hernandez.</div><div>16You've got three minutes.</div><div>17MR. HERNANDEZ: Yes, sir, howdy. Three</div><div>18minutes. I've lived over here on 59th Avenue and</div><div>19Roosevelt for about 31 years, and I've got three</div><div>20minutes. Off over at the Indian reservation, over</div><div>21there in Ahwatukee, they got more consideration than</div><div>2259th Avenue. But 59th Avenue, I guess traditionally</div><div>23is Mexican-American. It's a Mexican-American area,</div><div>24and so what, we'll bulldoze that area over, we'll</div><div>25give them more pollution, we'll reduce the quality of</div></div></div> <div>Page 92</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response

Code

Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 12:15 PM
CALLER: WILLIAM A. LANGER	CALLER ADDRESS: 5144 E. PALOMINO ROAD, PHOENIX, AZ 85018
PHONE:	EMAIL:
CALLER REMARKS/QUESTIONS: I support the South Mountain Freeway access lane.	

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div>1 Grande and some active enforcement by DPS using truck</div><div>2 logs and bills of lading from commercial truck</div><div>3 drivers to enforce this. I guess that's it.</div><div>4</div><div>5</div><div>6</div><div>7</div><div>8</div><div>9</div><div>10</div><div>11</div><div>12</div><div>13</div><div>14</div><div>15</div><div>16</div><div>17</div><div>18</div><div>19</div><div>20</div><div>21</div><div>22</div><div>23</div><div>24</div><div>25</div></div><div><div>Page 3</div><div>Driver and Nix Court Reporters - (602) 266-6525</div><div>www.drivernix.com</div></div></div>

Code	Issue	Response

Code	Comment Document
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Code	Comment Document
	<div>Kenneth LapierreDocument Created: 5/16/2013 11:58:14 PM by Web Comment Form</div> <div>Please enter my comments officially for no highway to be built.</div>
1	The environment study did not use up to date 2013 data and I am opposed of its construction.
2	Study does not have accurate 2013 car counts and air quality figures nor was it independently verified. I think we all need to pause and have some one study this study and the politics of how it was written and unfounded in truth. There is a major issue in the study to which also does not accurately add the additional impact from the build phase and from the new traffic count phase. It did not note correctly detail the truck traffic from Canada LA CA and to Mexico with hazardous material going thru a park and reserve with many homes within 1-2 miles.
3	
4	
5	No truck traffic counts detailed correctly since this is a truck bypass not a commuter road. So material omissions and intent to hide the truth in an official document.
62	Project and study did not address the current 2012 epa 13 day violations in the west valley and how the air quality will get worse during construction and during the 6 lanes for truck traffic. also did not show design which will impact environment along the Awatukee / Pecos section. Design does impact the environment differently and to say we will address during the building phase is very unethical and unfair to home owners who have millions on the line with no legal representation. What is the design height depth walls near homes and schools and churches?
7	
8	You did not consider Indian petroglyphs and burial grounds in or near the path way.
910	No mention of how the heck foothill reserve residents will drive to work no outlet planned on any map. We only use Pecos and our commuting road.
2	No mention of dust and Indian res. air quality which is bad and getting worse. Must consider current toxins in the air as of 5-14-2013 at GILA and Awatukee south of Pecos.
1	No 2015 projections accurate in the study seems like its based on very old data.
11	Also to have the city pre buying homes is some what unethical as well.
121314	Please note I am opposed since it will not allow me faster commute to downtown and will tear down hundreds of homes in my subdivision with no explanation of how it will impact home values or views and noise.
15	
2	Need to study the possibility this project will cause phoenix to loose 1 billion in federal

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	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 <i>2012 Five Percent Plan</i> was administratively complete. This decision ended the sanctions clocks associated with Arizona’s decision to withdraw the Maricopa Association of Governments 2007 Five Percent Plan. On February 6, 2014, the Environmental Protection Agency published a notice in the <i>Federal Register</i> proposing to approve the Maricopa Association of Governments <i>2012 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>
3	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.
4	Hazardous Materials	
5	Purpose and Need, Truck Bypass	
6	Construction	To reduce the amount of construction dust generated, particulate control measures related to construction activities must be followed. The following mitigation measures would be followed, when applicable, in accordance with the most recently accepted version of the Arizona Department of Transportation <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).

Code	Comment Document
	<p>matching funds when the EPA monitoring station in the west valley east of hwy 51 have more violations than 10 per year. Also its not from dust storms... and will increase. Then with out the matching federal dollars our taxpayers have to pay this.</p> <p>This end up being could be the most expensive project any US city every had to pay for forever. This is not a one time expense and with our federal dollars AZ budget need to increase its funds. It could hurt the city in many ways financially and for poor planned growth.</p> <p>You should be required to accurately tell the EPA the correct this environmental study with all up to date 2013 environmental impacts... 21 million spend is potentially fraudulent based on the lack of due diligence and details omitted from insiders direction who promote the freeway. It should be reviewed and independently investigated as to who directed poor study facts and obvious material omissions of fact.</p>
5	<p>You have unethically disguised this truck bi-pass as a 202 highway to relieve traffic on the Broadway curve.</p> <p>Fix the existing hwy 10 and 202 101 first before spending billions in tax dollars.</p>
16	<p>Consider cheaper alternative hwy 8 expansion where less folks live.</p>
1718	<p>Accurately detail the health and safety impacts to home within 1 mile of a major truck route. Study the impact to terminate movement and the wildlife destruction and native cactus plants and eco system. Isn't that what an environmental study should do rather than promote the freeway?</p>
19204	<p>Environmental study also does not address the additional destruction of wells from subdivisions, and water drainage issues. and the increase risk of truck container spills. This is critical to those who have to stay within 1-3 miles of this.</p>
17	<p>This will also hurt kids in schools near by the folks / elderly with breathing issues.</p>
21	<p>This is discrimination to the Indian community and unethical to there rights as a minority.</p>
225	<p>And to destroy South Mountain a pristine community park (common land) what a shame especially once folks see what this project really will be a USA free trade truck bi-pass. Please stop and re-think about what we are doing with the real facts and with an accurate environmental study.</p> <p>AZ will look back on this with regret if it gets approved! Please stop and think with the real facts.</p>

Code	Issue	Response
7	Design	The current level of engineering is used to determine the limits of environmental and construction impacts due to the proposed freeway. The location and profile of the freeway are evaluated to minimize potential changes to the freeway as the design level would progress. The current level of engineering is an accepted industry standard for determining impacts. (See Final Environmental Impact Statement sidebar on page 3-40 for more discussion.) Potential heights of noise walls are presented beginning on page 4-90 of the Final Environmental Impact Statement
8	Cultural Resources	The freeway alternatives were surveyed for archaeological sites, which include petroglyphs (rock art). The archaeological survey documented several petroglyph locations. Subsequently, the freeway alternatives were redesigned to avoid the petroglyph sites. No petroglyphs would be destroyed by implementation of the proposed freeway. Because right-of-way fencing would limit access from the proposed freeway, damage to petroglyph sites would not be facilitated (see Final Environmental Impact Statement pages 4-160 and 4-187).
9	Construction	Temporary construction impacts are described in the Draft Environmental Impact Statement beginning on page 4-161. 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 might be needed during construction. (See Final Environmental Impact Statement page 3-27.) In general, travel times along Pecos Road would remain unchanged during construction. After construction, motorists that currently use Pecos Road could use the freeway.
10	Design	The extension of Chandler Boulevard west of 19th Avenue is included in this project because reasonable access must be maintained to the neighborhoods at the west end of Pecos Road (see Figure 3-33 on page 3-57 in the Final Environmental Impact Statement). Early in the study process a traffic interchange at approximately 27th Avenue was evaluated but ultimately eliminated because of increased residential displacements and cost.
11	Land Use	While the City has some ability to control development through its zoning ordinances, the City does not have the authority to stop private land from being developed. The Arizona Department of Transportation was able to acquire large tracts of land along the Pecos Road alignment in the 1980s, but funding shortfalls kept the Arizona Department of Transportation from acquiring all of the needed land. Developers were aware of the potential freeway and made the decision to develop the land based on the risk that the freeway would eventually be built. Citizens were also aware of the potential and chose to buy homes near the freeway despite the same risk. Information related to freeway awareness and the responsibilities of the City of Phoenix, developers, and the Arizona Department of Transportation related to disclosure of the planning for the freeway is presented on page 4-13 of the Final Environmental Impact Statement. 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.

Code	Comment Document

Code	Issue	Response
12	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.)
13	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.
14	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.
15	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.
16	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.
17	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.
18	Biology, Plants, and Wildlife	

Code	Comment Document

Code	Issue	Response
19	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.)
20	Drainage	Flood protection levels are dictated by the design class of the highway. In the case of the proposed South Mountain Freeway, it is designated as a Class I. Therefore, flood protection levels would be designed to the 50-year (storm) level. However, as a standard Arizona Department of Transportation practice, the floodwaters developing upstream of the culvert entrance would be reviewed at the 100-year level to ensure “headwaters” do not adversely affect existing properties. (See Draft Environmental Impact Statement page 4-102.) All bridges on major waterways such as the Salt River are designed to maintain minimum water surface elevations at the 100-year level for flood levels and built to structurally withstand the superflood, a flood expected only once in 500 years.
21	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>
22	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
	Deb Lapierre Document Created: 5/17/2013 12:00:03 AM by Web Comment Form
1 2	Project and study did not address the current 2012 epa 13 day violations in the west valley and how the air quality will get worse during construction and during the 6 lanes for truck traffic. also did not show design which will impact environment along the Awatukee / Pecos section. Design does impact the environment differently and to say we will address during the building phase is very unethical and unfair to home owners who have millions on the line with no legal representation. What is the design height depth walls near homes and schools and churches?
3	
4	You did not consider Indian petroglyphs and burial grounds in or near the path way.
5 6	No mention of how the heck foothill reserve residents will drive to work no outlet planned on any map. We only use Pecos and our commuting road.
1	No mention of dust and Indian res. air quality which is bad and getting worse. Must consider current toxins in the air as of 5-14-2013 at GILA and Awatukee south of Pecos.
7	No 2015 projections accurate in the study seems like its based on very old data.
8	Also to have the city pre buying homes is some what unethical as well.
9 10 11	Please note I am opposed since it will not allow me faster commute to downtown and will tear down hundreds of homes in my subdivision with no explanation of how it will impact home values or views and noise.
12	
1	Need to study the possibility this project will cause phoenix to loose 1 billion in federal matching funds when the EPA monitoring station in the west valley east of hwy 51 have more violations than 10 per year. Also its not from dust storms... and will increase. Then with out the matching federal dollars our taxpayers have to pay this. This end up being could be the most expensive project any US city every had to pay for forever. This is not a one time expense and with our federal dollars AZ budget need to increase its funds. It could hurt the city in many ways financially and for poor planned growth. You should be required to accurately tell the EPA the correct this environmental study with all up to date 2013 environmental impacts... 21 million spend is potentially fraudulent based on the lack of due diligence and details omitted from insiders direction who promote the freeway. It should be reviewed and independently investigated as to who directed poor study facts and obvious material omissions of fact.
13	You have unethically disguised this truck bi-pass as a 202 highway to relieve traffic on the Broadway curve. Fix the existing hwy 10 and 202 101 first before spending billions in tax dollars.

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 Environmental Protection Agency published a notice in the <i>Federal Register</i> proposing to approve the Maricopa Association of Governments <i>2012 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	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 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	Design	The current level of engineering is used to determine the limits of environmental and construction impacts due to the proposed freeway. The location and profile of the freeway are evaluated to minimize potential changes to the freeway as the design level would progress. The current level of engineering is an accepted industry standard for determining impacts. (See Final Environmental Impact Statement sidebar on page 3-40 for more discussion.) Potential heights of noise walls are presented beginning on page 4-90 of the Final Environmental Impact Statement
4	Cultural Resources	The freeway alternatives were surveyed for archaeological sites, which include petroglyphs (rock art). The archaeological survey documented several petroglyph locations. Subsequently, the freeway alternatives were redesigned to avoid the petroglyph sites. No petroglyphs would be destroyed by implementation of the proposed freeway. Because right-of-way fencing would limit access from the proposed freeway, damage to petroglyph sites would not be facilitated (see Final Environmental Impact Statement pages 4-160 and 4-187).

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14	Consider cheaper alternative hwy 8 expansion where less folks live.
15 16	Accurately detail the health and safety impacts to home within 1 mile of a major truck route. Study the impact to terminate movement and the wildlife destruction and native cactus plants and eco system. Isn't that what an environmental study should do rather than promote the freeway?
17 18 19	Environmental study also does not address the additional destruction of wells from subdivisions, and water drainage issues. and the increase risk of truck container spills. This is critical to those who have to stay within 1-3 miles of this.
20	<p>This will also hurt kids in schools near by the folks / elderly with breathing issues.</p> <p>Please dont build it!!!</p>

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5	Construction	Temporary construction impacts are described in the Draft Environmental Impact Statement beginning on page 4-161. 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 might be needed during construction. (See Final Environmental Impact Statement page 3-27.) In general, travel times along Pecos Road would remain unchanged during construction. After construction, motorists that currently use Pecos Road could use the freeway.
6	Design	The extension of Chandler Boulevard west of 19th Avenue is included in this project because reasonable access must be maintained to the neighborhoods at the west end of Pecos Road (see Figure 3-33 on page 3-57 in the Final Environmental Impact Statement). Early in the study process a traffic interchange at approximately 27th Avenue was evaluated but ultimately eliminated because of increased residential displacements and cost.
7	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.
8	Land Use	While the City has some ability to control development through its zoning ordinances, the City does not have the authority to stop private land from being developed. The Arizona Department of Transportation was able to acquire large tracts of land along the Pecos Road alignment in the 1980s, but funding shortfalls kept the Arizona Department of Transportation from acquiring all of the needed land. Developers were aware of the potential freeway and made the decision to develop the land based on the risk that the freeway would eventually be built. Citizens were also aware of the potential and chose to buy homes near the freeway despite the same risk. Information related to freeway awareness and the responsibilities of the City of Phoenix, developers, and the Arizona Department of Transportation related to disclosure of the planning for the freeway is presented on page 4-13 of the Final Environmental Impact Statement. 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.
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.)

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10	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.
11	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.
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14	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.
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18	Drainage	Flood protection levels are dictated by the design class of the highway. In the case of the proposed South Mountain Freeway, it is designated as a Class I. Therefore, flood protection levels would be designed to the 50-year (storm) level. However, as a standard Arizona Department of Transportation practice, the floodwaters developing upstream of the culvert entrance would be reviewed at the 100-year level to ensure “headwaters” do not adversely affect existing properties. (See Draft Environmental Impact Statement page 4-102.) All bridges on major waterways such as the Salt River are designed to maintain minimum water surface elevations at the 100-year level for flood levels and built to structurally withstand the superflood, a flood expected only once in 500 years.
19	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.
20	Health Effects	

Code

Comment Document

From: [Projects](#)
To: [ADOT](#)
Subject: FW: public comment on south mountain freeway - home owner Ken lapierre foothills reserve
Date: Friday, May 17, 2013 8:50:15 AM

From: k l [mailto:kennethlapierre@gmail.com]
Sent: Thursday, May 16, 2013 9:20 PM
To: Projects; k l
Subject: public comment on south mountain freeway - home owner Ken lapierre foothills reserve

Please enter my comments officially for no highway to be built.
Ken Lapierre - home owner the crossings foothills reserve
16637 S. 27th lane
phoenix az 85045
480-621-6798

The environment study did not use up to date 2013 data and I am opposed of its construction. Study does not have accurate 2013 car counts and air quality figures nor was it independently verified. I think we all need to pause and have some one study this study and the politics of how it was written and unfounded in truth. There is a major issue in the study to which also does not accurately add the additional impact from the build phase and from the new traffic count phase. It did not note correctly detail the truck traffic from Canada LA CA and to Mexico with hazardous material going thru a park and reserve with many homes within 1-2 miles.
No truck traffic counts detailed correctly since this is a truck bypass not a commuter road. So material omissions and intent to hide the truth in an official document.

Project and study did not address the current 2012 epa 13 day violations in the west valley and how the air quality will get worse during construction and during the 6 lanes for truck traffic. also did not show design which will impact environment along the Awatukee / Pecos section. Design does impact the environment differently and to say we will address during the building phase is very unethical and unfair to home owners who have millions on the line with no legal representation. What is the design height depth walls near homes and schools and churches?
You did not consider Indian petroglyphs and burial grounds in or near the path way.

No mention of how the heck foothill reserve residents will drive to work no outlet planned on any map. We only use Pecos and our commuting road.

No mention of dust and Indian res. air quality which is bad and getting worse. Must consider current toxins in the air as of 5-14-2013 at GILA and Awatukee south of Pecos.
No 2015 projections accurate in the study seems like its based on very old data.
Also to have the city pre buying homes is some what unethical as well.
Please note I am opposed since it will not allow me faster commute to downtown and will tear down hundreds of homes in my subdivision with no explanation of how it will impact home values or views and noise.

Need to study the possibility this project will cause phoenix to loose 1 billion in federal matching funds when the EPA monitoring station in the west valley east of hwy 51 have

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3	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.
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(Responses continue on next page)

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20	Drainage	Flood protection levels are dictated by the design class of the highway. In the case of the proposed South Mountain Freeway, it is designated as a Class I. Therefore, flood protection levels would be designed to the 50-year (storm) level. However, as a standard Arizona Department of Transportation practice, the floodwaters developing upstream of the culvert entrance would be reviewed at the 100-year level to ensure “headwaters” do not adversely affect existing properties. (See Draft Environmental Impact Statement page 4-102.) All bridges on major waterways such as the Salt River are designed to maintain minimum water surface elevations at the 100-year level for flood levels and built to structurally withstand the superflood, a flood expected only once in 500 years.
21	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>
22	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.

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	<p>From: Projects To: ADOT Subject: FW: south mountain comments Deb lapierre Date: Friday, May 17, 2013 8:49:55 AM</p> <hr/> <p>From: k l [mailto:kennethlapierre@gmail.com] Sent: Thursday, May 16, 2013 9:30 PM To: Projects Subject: south mountain comments Deb lapierre</p>
1	The environment study did not use up to date 2013 data and I am opposed of its construction.
2	Study does not have accurate 2013 car counts and air quality figures nor was it independently verified. I think we all need to pause and have some one study this study and the politics of how it was written and unfounded in truth. There is a major issue in the study to which also does not accurately add the additional impact from the build phase and from the new traffic count phase. It did not note correctly detail the truck traffic from Canada LA CA and to Mexico with hazardous material going thru a park and reserve with many homes within 1-2 miles.
3	
54	
5	No truck traffic counts detailed correctly since this is a truck bypass not a commuter road. So material omissions and intent to hide the truth in an official document.
62	Project and study did not address the current 2012 epa 13 day violations in the west valley and how the air quality will get worse during construction and during the 6 lanes for truck traffic. also did not show design which will impact environment along the Awatukee / Pecos section. Design does impact the environment differently and to say we will address during the building phase is very unethical and unfair to home owners who have millions on the line with no legal representation. What is the design height depth walls near homes and schools and churches?
7	
8	You did not consider Indian petroglyphs and burial grounds in or near the path way.
910	No mention of how the heck foothill reserve residents will drive to work no outlet planned on any map. We only use Pecos and our commuting road.
2	No mention of dust and Indian res. air quality which is bad and getting worse. Must consider current toxins in the air as of 5-14-2013 at GILA and Awatukee south of Pecos.
1	No 2015 projections accurate in the study seems like its based on very old data.
11	Also to have the city pre buying homes is some what unethical as well.
121314	Please note I am opposed since it will not allow me faster commute to downtown and will tear down hundreds of homes in my subdivision with no explanation of how it will impact home values or views and noise.
15	
2	Need to study the possibility this project will cause phoenix to loose 1 billion in federal matching funds when the EPA monitoring station in the west valley east of hwy 51 have

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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.
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3	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.
4	Hazardous Materials	
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	<p>more violations than 10 per year. Also its not from dust storms... and will increase. Then with out the matching federal dollars our taxpayers have to pay this. This end up being could be the most expensive project any US city every had to pay for forever. This is not a one time expense and with our federal dollars AZ budget need to increase its funds. It could hurt the city in many ways financially and for poor planned growth.</p> <p>You should be required to accurately tell the EPA the correct this environmental study with all up to date 2013 environmental impacts... 21 million spend is potentially fraudulent based on the lack of due diligence and details omitted from insiders direction who promote the freeway. It should be reviewed and independently investigated as to who directed poor study facts and obvious material omissions of fact.</p> <p>5 You have unethically disguised this truck bi-pass as a 202 highway to relieve traffic on the Broadway curve. Fix the existing hwy 10 and 202 101 first before spending billions in tax dollars.</p> <p>16 Consider cheaper alternative hwy 8 expansion where less folks live.</p> <p>17 18 Accurately detail the health and safety impacts to home within 1 mile of a major truck route. Study the impact to terminate movement and the wildlife destruction and native cactus plants and eco system. Isn't that what an environmental study should do rather than promote the freeway?</p> <p>19 20 4 Environmental study also does not address the additional destruction of wells from subdivisions, and water drainage issues. and the increase risk of truck container spills. This is critical to those who have to stay within 1-3 miles of this.</p> <p>17 This will also hurt kids in schools near by the folks / elderly with breathing issues.</p> <p>21 This is discrimination to the Indian community and unethical to there rights as a minority.</p> <p>22 And to destroy South Mountain a pristine community park (common land) what a shame especially once folks see what this project really will be a USA free trade truck bi-pass. Please stop and re-think about what we are doing with the real facts and with an accurate environmental study.</p> <p>AZ will look back on this with regret if it gets approved! Please stop and think with the real facts.</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>


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7	Design	The current level of engineering is used to determine the limits of environmental and construction impacts due to the proposed freeway. The location and profile of the freeway are evaluated to minimize potential changes to the freeway as the design level would progress. The current level of engineering is an accepted industry standard for determining impacts. (See Final Environmental Impact Statement sidebar on page 3-40 for more discussion.) Potential heights of noise walls are presented beginning on page 4-90 of the Final Environmental Impact Statement
8	Cultural Resources	The freeway alternatives were surveyed for archaeological sites, which include petroglyphs (rock art). The archaeological survey documented several petroglyph locations. Subsequently, the freeway alternatives were redesigned to avoid the petroglyph sites. No petroglyphs would be destroyed by implementation of the proposed freeway. Because right-of-way fencing would limit access from the proposed freeway, damage to petroglyph sites would not be facilitated (see Final Environmental Impact Statement pages 4-160 and 4-187).
9	Construction	Temporary construction impacts are described in the Draft Environmental Impact Statement beginning on page 4-161. 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 might be needed during construction. (See Final Environmental Impact Statement page 3-27.) In general, travel times along Pecos Road would remain unchanged during construction. After construction, motorists that currently use Pecos Road could use the freeway.
10	Design	The extension of Chandler Boulevard west of 19th Avenue is included in this project because reasonable access must be maintained to the neighborhoods at the west end of Pecos Road (see Figure 3-33 on page 3-57 in the Final Environmental Impact Statement). Early in the study process a traffic interchange at approximately 27th Avenue was evaluated but ultimately eliminated because of increased residential displacements and cost.
11	Land Use	While the City has some ability to control development through its zoning ordinances, the City does not have the authority to stop private land from being developed. The Arizona Department of Transportation was able to acquire large tracts of land along the Pecos Road alignment in the 1980s, but funding shortfalls kept the Arizona Department of Transportation from acquiring all of the needed land. Developers were aware of the potential freeway and made the decision to develop the land based on the risk that the freeway would eventually be built. Citizens were also aware of the potential and chose to buy homes near the freeway despite the same risk. Information related to freeway awareness and the responsibilities of the City of Phoenix, developers, and the Arizona Department of Transportation related to disclosure of the planning for the freeway is presented on page 4-13 of the Final Environmental Impact Statement. 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.

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12	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.)
13	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.
14	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.
15	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.
16	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.
17	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.
18	Biology, Plants, and Wildlife	

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19	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.)
20	Drainage	Flood protection levels are dictated by the design class of the highway. In the case of the proposed South Mountain Freeway, it is designated as a Class I. Therefore, flood protection levels would be designed to the 50-year (storm) level. However, as a standard Arizona Department of Transportation practice, the floodwaters developing upstream of the culvert entrance would be reviewed at the 100-year level to ensure “headwaters” do not adversely affect existing properties. (See Draft Environmental Impact Statement page 4-102.) All bridges on major waterways such as the Salt River are designed to maintain minimum water surface elevations at the 100-year level for flood levels and built to structurally withstand the superflood, a flood expected only once in 500 years.
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22	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
1	<div><p>From: Patricia Talcott To: ADOT Cc: Patricia Talcott Subject: ENVOY #1313677173/no on 202 highway expansion Date: Friday, May 17, 2013 8:43:55 AM Attachments: image001.png</p><hr/><p>Comments from the ADOT ENVOY System:</p><p>5/16/2013 9:13:19 PM Please enter my comments officially for no highway to be built. Ken Lapierre - home owner the crossings foothills reserve 16637 S. 27th lane phoenix az 85045 480-621-6798 lapierre, ken - kennethlapierre@gmail.com</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></p><p>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.</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></div>

Code	Issue	Response
1		Comment noted.

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	<p>Please enter my comments officially for no highway to be built. Ken Lapierre - home owner the crossings foothills reserve 16637 S. 27th lane phoenix az 85045 480-621-6798</p>
1	The environment study did not use up to date 2013 data and I am opposed of its construction.
2	Study does not have accurate 2013 car counts and air quality figures nor was it independently verified. I think we all need to pause and have some one study this study and the politics of how it was written and unfounded in truth. There is a major issue in the study to which also does not accurately add the additional impact from the build phase and from the new traffic count phase. It did not note correctly detail the truck traffic from Canada LA CA and to Mexico with hazardous material going thru a park and reserve with many homes within 1-2 miles.
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12	No mention of dust and Indian res. air quality which is bad and getting worse. Must consider current toxins in the air as of 5-14-2013 at GILA and Awatukee south of Pecos.
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	Also to have the city pre buying homes is some what unethical as well.
	Please note I am opposed since it will not allow me faster commute to downtown and will tear down hundreds of homes in my subdivision with no explanation of how it will impact home values or views and noise.
	Need to study the possibility this project will cause phoenix to loose 1 billion in federal matching funds when the EPA monitoring station in the west valley east of hwy 51 have more violations than 10 per year. Also its not from dust storms... and will increase. Then with out the matching federal dollars our taxpayers have to pay this.

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Code	Issue	Response
12	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.)
13	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.
14	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.
15	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.
16	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.
17	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.
18	Biology, Plants, and Wildlife	

Code	Comment Document

Code	Issue	Response
19	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.)
20	Drainage	Flood protection levels are dictated by the design class of the highway. In the case of the proposed South Mountain Freeway, it is designated as a Class I. Therefore, flood protection levels would be designed to the 50-year (storm) level. However, as a standard Arizona Department of Transportation practice, the floodwaters developing upstream of the culvert entrance would be reviewed at the 100-year level to ensure “headwaters” do not adversely affect existing properties. (See Draft Environmental Impact Statement page 4-102.) All bridges on major waterways such as the Salt River are designed to maintain minimum water surface elevations at the 100-year level for flood levels and built to structurally withstand the superflood, a flood expected only once in 500 years.
21	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>
22	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>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p>							
<table border="1"> <tr> <td>INCOMING CALL DATE: 04/26/13</td> <td>INCOMING CALL TIME: 5:34 PM</td> </tr> <tr> <td>CALLER: KENNETH LAPIERRE</td> <td>CALLER ADDRESS:</td> </tr> <tr> <td>PHONE:</td> <td>EMAIL: KENNETHLAPIERRE@GMAIL.COM</td> </tr> </table>		INCOMING CALL DATE: 04/26/13	INCOMING CALL TIME: 5:34 PM	CALLER: KENNETH LAPIERRE	CALLER ADDRESS:	PHONE:	EMAIL: KENNETHLAPIERRE@GMAIL.COM
INCOMING CALL DATE: 04/26/13	INCOMING CALL TIME: 5:34 PM						
CALLER: KENNETH LAPIERRE	CALLER ADDRESS:						
PHONE:	EMAIL: KENNETHLAPIERRE@GMAIL.COM						
<p>CALLER REMARKS/QUESTIONS:</p> <p>1 I have a comment for the record. The proposed South Mountain Freeway should not be on Pecos Road. There should be stronger negotiations with the Gila River Indian Community to have the alignment on their land. The current GRIC land between 20th Street and Chandler Boulevard is being used for farming, which is already causing an issue with dust to area residents at the Foothills Reserve. Rather than have this freeway located next to residents, swimming pools, schools, and walking trails, the freeway should be planned for the area a few miles south, where there currently is vacant land.</p> <p>2 I've heard that the freeway, planned for Pecos Road, will be built as closely as possible to homes with no regard to dust or noise mitigation. This should not be done.</p> <p>3</p> <p>4</p> <p>5 Also, wherever the freeway is constructed, it should have quality landscaping.</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	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	Noise	
5	Visual Resources	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
	4368
	<div>1 double-deck approach to the proposed freeway. Thank you.</div> <div>2 THE FACILITATOR: Thank you.</div> <div>3 Ken Lapierre.</div> <div>4 MR. LAPIERRE: Hello, my name is Ken Lapierre, I</div> <div>5 live in Ahwatukee Foothills Reserve, and my initial</div> <div>6 comments here about the EPA draft study is I feel it's</div> <div>7 deficient on a couple of points. One is it's really not</div> <div>8 up to date. I'm not sure what data set was used, but if</div> <div>9 you look at, in particular, the violation of the EPA</div> <div>10 standards we have at the 43rd Avenue EPA sensor, it</div> <div>11 doesn't really look like we've acknowledged that that</div> <div>12 would get worse. My concern is that we will have a loss</div> <div>13 of federal highway funding if we violated 13 times on</div> <div>14 43rd Avenue already and we're going to build a highway</div> <div>15 that's going to be a mile away, that's going to impact</div> <div>16 that sensor. Then we'll have more violations.</div> <div>17 The other thing that I'm very concerned with is</div> <div>18 benzene in the air. I don't really know if you've</div> <div>19 studied the benzene levels in the Gila Indian Community,</div> <div>20 where I live in a community that borders that. I don't</div> <div>21 know if that's allowed or part of the study, but it's</div> <div>22 very toxic, people have health hazards. I work in a</div> <div>23 health advocacy group in Phoenix, and children are</div> <div>24 already experiencing asthma symptoms from the smog and</div> <div>25 the soot and the dust particulates from that area</div>
1	
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4	
	Page 23
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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	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 Environmental Protection Agency published a notice in the <i>Federal Register</i> proposing to approve the Maricopa Association of Governments 2012 Five Percent Plan for Attainment of the PM-10 Standard for the Maricopa County Nonattainment Area. In the same notice, the U.S. Environmental Protection Agency stated that it would concur with exceptional event (as a result of haboobs and dust storms) documentation prepared by the Arizona Department of Environmental Quality, which would give the region the 3 years of clean data needed for attainment of the particulate matter (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>
3	Air Quality	The mobile source air toxics emission modeling, including benzene, developed for the project (which factored in the U.S. Environmental Protection Agency's recent rules for the 2035 analyses) and discussed beginning on page 4-77 of the Final Environmental Impact Statement found little difference in total annual emissions of mobile source air toxics emissions between the Preferred and No-Action Alternatives (less than a 1 percent difference) in 2025 and 2035. With the Preferred Alternative in 2035, modeled mobile source air toxics emissions would decrease by 57 percent to more than 90 percent, depending on the pollutant, despite a 47 percent increase in vehicle miles traveled in the Study Area compared with 2012 conditions.
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.

Code	Comment Document
	<div><div>23</div><div>2 already.</div><div>3 And also, I think it's important to study</div><div>4 several air-quality standards that are in trouble right</div><div>5 now in Ahwatukee Foothills. Certainly when we have a new</div><div>6 highway that's going to get worse, benzene levels are</div><div>7 going to go up maybe three or four times the amount. And</div><div>8 to not have addressed future benzene levels, I think</div><div>9 that's very critical. Traffic counts, of course, is</div><div>10 going to add to that pollution. Dust particulates is a</div><div>11 real problem right now. I don't really see much in the</div><div>12 study about the exact level of dust particulates and how</div><div>13 it's going to grow during the construction phase as well</div><div>14 as after the construction phase. Toxins, the noise, the</div><div>15 light that's going to be emitted from this highway in a</div><div>16 community where we live.</div><div>17 Also, blasting through three ridges of South</div><div>18 Mountain Park is going to be an environmental disaster.</div><div>19 What concern do we have about the destroying parklands,</div><div>20 destroying petroglyphs, which there are petroglyphs in</div><div>21 that area if you go through that? The wildlife, cactus</div><div>22 being destroyed, our subdivision wells are not being</div><div>23 addressed in this study, and our drainage is not being</div><div>24 addressed.</div><div>25 So please, please consider the health issues for</div><div>children and elderly, there is an impact and it will get</div></div> <div>Page 24</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response
5	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 describes measures to be taken to control and regulate air pollutant emissions during construction (see page 4-173 of the Final Environmental Impact Statement).
6	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
7	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).
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.
9	Cultural Resources	The freeway alternatives were surveyed for archaeological sites, which include petroglyphs (rock art). The archaeological survey documented several petroglyph locations. Subsequently, the freeway alternatives were redesigned to avoid the petroglyph sites. No petroglyphs would be destroyed by implementation of the proposed freeway. Because right-of-way fencing would limit access from the proposed freeway, damage to petroglyph sites would not be facilitated (see Final Environmental Impact Statement pages 4-160 and 4-187).
10	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.
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.)
(Responses continue on next page)		

Code	Comment Document
	<div><div></div><div><div>1much worse on the citizens who live in Ahwatukee. Thank</div><div>2you very much for your time.</div><div>3THE FACILITATOR: Thank you, sir.</div><div>4Jacob Findlay.</div><div>5MR. FINDLAY: Hello, my name is Jacob Findlay.</div><div>6Thank you for listening to my comments. I would just</div><div>7encourage the committee, as it's obvious to know the</div><div>8not-in-my-backyard arguments, they are typical of a</div><div>9project like this, but they shouldn't carry weight, given</div><div>10that they come with every project regardless of the time,</div><div>11place, contacts, whatever.</div><div>12This is an infill project from the City of</div><div>13Phoenix, and I'm exited to see it finally come to</div><div>14fruition. Driving out on the 303 in the middle of the</div><div>15desert is a little baffling when I consider that the 202</div><div>16is something which we need much more desperately, it</div><div>17hasn't been constructed and it looks great, but there's</div><div>18nothing around it. And the 303 out there, it's another</div><div>19issue but encourages additional sprawl, that kind of</div><div>20thing. The 202 as an infill project that encourages more</div><div>21development closer to downtown, people living close to</div><div>22downtown living, etc.</div><div>23I live in Laveen and live there because of the</div><div>24proximity to downtown. This freeway will enable me to</div><div>25get downtown more quickly, to the services, that kind of</div></div></div> <div>Page 25</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response
12	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. 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. 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.)
13	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><i>DEB Lapen</i></p> <p>Please enter my comments officially for no highway to be built.</p> <p>Ken Lapierre - home owner the crossings foothills reserve 16637 S. 27th lane phoenix az 85045 480-621-6798</p>
1	The environment study did not use up to date 2013 data and I am opposed of its construction.
2	Study does not have accurate 2013 car counts and air quality figures nor was it independently verified. I think we all need to pause and have some one study this study and the politics of how it was written and unfounded in truth. There is a major issue in the study to which also does not accurately add the additional impact from the build phase and from the new traffic count phase. It did not note correctly detail the truck traffic from Canada LA CA and to Mexico with hazardous material going thru a park and reserve with many homes within 1-2 miles.
3	
4	
5	No truck traffic counts detailed correctly since this is a truck bypass not a commuter road. So material omissions and intent to hide the truth in an official document.
62	Project and study did not address the current 2012 epa 13 day violations in the west valley and how the air quality will get worse during construction and during the 6 lanes for truck traffic. also did not show design which will impact environment along the Awatukee / Pecos section. Design does impact the environment differently and to say we will address during the building phase is very unethical and unfair to home owners who have millions on the line with no legal representation. What is the design height depth walls near homes and schools and churches?
7	
8	You did not consider Indian petroglyphs and burial grounds in or near the path way.
910	No mention of how the heck foothill reserve residents will drive to work no outlet planned on any map. We only use Pecos and our commuting road.
2	No mention of dust and Indian res. air quality which is bad and getting worse. Must consider current toxins in the air as of 5-14-2013 at GILA and Awatukee south of Pecos.
1	No 2015 projections accurate in the study seems like its based on very old data.
11	Also to have the city pre buying homes is some what unethical as well.
121314	Please note I am opposed since it will not allow me faster commute to downtown and will tear down hundreds of homes in my subdivision with no explanation of how it will impact home values or views and noise.
15	
2	Need to study the possibility this project will cause phoenix to loose 1 billion in federal matching funds when the EPA monitoring station in the west valley east of hwy 51 have more violations than 10 per year. Also its not from dust storms... and will increase. Then with out the matching federal dollars our taxpayers have to pay this.
	<div>RECEIVED MAY 28 2013 URBAN PROJECT MANAGEMENT GROUP</div>

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	Air Quality	
3	Trucks	
4	Hazardous Materials	
5	Purpose and Need, Truck Bypass	
6	Construction	To reduce the amount of construction dust generated, particulate control measures related to construction activities must be followed. The following mitigation measures would be followed, when applicable, in accordance with the most recently accepted version of the Arizona Department of Transportation <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).
7	Design	The current level of engineering is used to determine the limits of environmental and construction impacts due to the proposed freeway. The location and profile of the freeway are evaluated to minimize potential changes to the freeway as the design level would progress. The current level of engineering is an accepted industry standard for determining impacts. (See Final Environmental Impact Statement sidebar on page 3-40 for more discussion.) Potential heights of noise walls are presented beginning on page 4-90 of the Final Environmental Impact Statement
8	Cultural Resources	The freeway alternatives were surveyed for archaeological sites, which include petroglyphs (rock art). The archaeological survey documented several petroglyph locations. Subsequently, the freeway alternatives were redesigned to avoid the petroglyph sites. No petroglyphs would be destroyed by implementation of the proposed freeway. Because right-of-way fencing would limit access from the proposed freeway, damage to petroglyph sites would not be facilitated (see Final Environmental Impact Statement pages 4-160 and 4-187).
9	Construction	Temporary construction impacts are described in the Draft Environmental Impact Statement beginning on page 4-161. 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 might be needed during construction. (See Final Environmental Impact Statement page 3-27.) In general, travel times along Pecos Road would remain unchanged during construction. After construction, motorists that currently use Pecos Road could use the freeway.

(Responses continue on next page)

Code	Comment Document
	<p>This end up being could be the most expensive project any US city every had to pay for forever. This is not a one time expense and with our federal dollars AZ budget need to increase its funds. It could hurt the city in many ways financially and for poor planned growth.</p> <p>You should be required to accurately tell the EPA the correct this environmental study with all up to date 2013 environmental impacts... 21 million spend is potentially fraudulent based on the lack of due diligence and details omitted from insiders direction who promote the freeway. It should be reviewed and independently investigated as to who directed poor study facts and obvious material omissions of fact.</p> <p>You have unethically disguised this truck bi-pass as a 202 highway to relieve traffic on the Broadway curve. Fix the existing hwy 10 and 202 101 first before spending billions in tax dollars.</p> <p>Consider cheaper alternative hwy 8 expansion where less folks live.</p> <p>Accurately detail the health and safety impacts to home within 1 mile of a major truck route. Study the impact to terminate movement and the wildlife destruction and native cactus plants and eco system. Isn't that what an environmental study should do rather than promote the freeway?</p> <p>Environmental study also does not address the additional destruction of wells from subdivisions, and water drainage issues. and the increase risk of truck container spills. This is critical to those who have to stay within 1-3 miles of this.</p> <p>This will also hurt kids in schools near by the folks / elderly with breathing issues.</p> <p>This is discrimination to the Indian community and unethical to there rights as a minority.</p> <p>And to destroy South Mountain a pristine community park (common land) what a shame especially once folks see what this project really will be a USA free trade truck bi-pass. Please stop and re-think about what we are doing with the real facts and with an accurate environmental study.</p> <p>AZ will look back on this with regret if it gets approved! Please stop and think with the real facts.</p> <p>➤ After the public hearing, community forums will be held at various locations in the Study Area to allow for additional opportunity to provide DEIS comment. Times and locations of the forums will be posted at <azdot.gov/southmountainfreeway> and publish in newspapers and local publications.</p> <p>➤ Written comments also can be submitted via the following methods:</p> <p>➤ Online at <azdot.gov/southmountainfreeway></p> <p>➤ E-mailing comments to projects@azdot.gov</p>

Code	Issue	Response
10	Design	The extension of Chandler Boulevard west of 19th Avenue is included in this project because reasonable access must be maintained to the neighborhoods at the west end of Pecos Road (see Figure 3-33 on page 3-57 in the Final Environmental Impact Statement). Early in the study process a traffic interchange at approximately 27th Avenue was evaluated but ultimately eliminated because of increased residential displacements and cost.
11	Land Use	While the City has some ability to control development through its zoning ordinances, the City does not have the authority to stop private land from being developed. The Arizona Department of Transportation was able to acquire large tracts of land along the Pecos Road alignment in the 1980s, but funding shortfalls kept the Arizona Department of Transportation from acquiring all of the needed land. Developers were aware of the potential freeway and made the decision to develop the land based on the risk that the freeway would eventually be built. Citizens were also aware of the potential and chose to buy homes near the freeway despite the same risk. Information related to freeway awareness and the responsibilities of the City of Phoenix, developers, and the Arizona Department of Transportation related to disclosure of the planning for the freeway is presented on page 4-13 of the Final Environmental Impact Statement. 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.
12	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.)
13	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

Code	Issue	Response
14	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.
15	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.
16	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.
17	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.
18	Biology, Plants, and Wildlife	
19	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.)
20	Drainage	Flood protection levels are dictated by the design class of the highway. In the case of the proposed South Mountain Freeway, it is designated as a Class I. Therefore, flood protection levels would be designed to the 50-year (storm) level. However, as a standard Arizona Department of Transportation practice, the floodwaters developing upstream of the culvert entrance would be reviewed at the 100-year level to ensure “headwaters” do not adversely affect existing properties. (See Draft Environmental Impact Statement page 4-102.) All bridges on major waterways such as the Salt River are designed to maintain minimum water surface elevations at the 100-year level for flood levels and built to structurally withstand the superflood, a flood expected only once in 500 years.

Code	Comment Document

Code	Issue	Response
21	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>
22	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
	<div><div><div>LOOP 202 South Mountain Freeway Study</div><div>Draft Environmental Impact Statement COMMENT FORM</div></div><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><div><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></div> <div><p>Comments must be received or postmarked by July 24, 2013.</p><p>opposed DUE to DEIS</p><p>1 DID not Review CAMX TRUCK TRAFFIC</p><p>2 DID not Retest Gila INDIAN AIR</p><p>3 Seasonal South of percos.</p><p>4 DID not incorporate 2005 AIR + TOXIC sampling study that was publicly filed showing levels of particulate pollution + carcinogens above EPA + healthy levels</p><p>5 Does not study wind change + added pollution</p><p>6 From existing thru mountain.</p><p>Optional Name <u>Kent Laperne</u> Email _____ 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(ADP) 13-150</p><div><div>ADOT</div><div>U.S. Department of Transportation Federal Highway Administration</div><div>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</div></div></div>

Code	Issue	Response
1	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.
2	Purpose and Need, Truck Bypass	
3	Air Quality	
4	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>

Code	Comment Document
	5026
1	1 MR. LAPIERRE: I'm opposed to the quality of the
2	2 Draft Environmental Impact Study, due to the fact that the
3	3 hazardous material and risk of trucks overturning or spills
4	4 hasn't been addressed, nor has the southbound traffic -- which
5	5 will obviously carry the truck route, preferred truck route
6	6 from Los Angeles to Mexico -- has not been incorporated into
7	7 the Draft Environmental Study properly.
8	8 The other big concern is that the study in 2001 and
9	9 the study in 2005 -- which showed particulate-matter pollution,
10	10 ozone, and cancerous airborne particles -- already, in 2005,
11	11 exceeded the EPA standard. That particular monitoring station
12	12 is located in Gila reservation, about two miles south of the
13	13 Pecos Highway preferred route. That part of the study, which
14	14 was determined by the Government and the Environmental
15	15 Protection Agency as nonsustainable, needs to be retested and
16	16 incorporated into any environmental impact study. To not
17	17 incorporate that is morally, socially, and environmentally
18	18 deficient and should be litigated and brought forth as a public
19	19 concern over the project.
20	20 The other concern is: Cutting through ridges of
21	21 South Mountain will create particulate-matter pollution to flow
22	22 into the Ahwatukee residential community, which will have a
23	23 direct environmental impact.
24	24 The other concerns that we have is: The noise,
25	25 which is going to be echoing through the canyon into the
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Code	Issue	Response
1	Hazardous Materials	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Trucks	
3	Purpose and Need, Truck Bypass	
4	Air Quality	Summary information about the findings of the Joint Air Toxics Assessment Project study is provided as background information in the Draft and Final Environmental Impact Statements, but the study itself is not relevant to the type of analysis done pursuant to the Federal Highway Administration's mobile source air toxics guidance, which is an emissions analysis. Monitored ambient concentrations of mobile source air toxics (the focus of the Joint Air Toxics Assessment Project) do not inform this type of analysis. While monitoring data can be useful for defining current conditions in the affected environment (to the extent that the monitoring data are current), they don't tell us anything about future conditions, or the impacts of the project itself, which is why an emissions analysis was performed. The mobile source air toxic analysis presented beginning on page 4-77 of the Final Environmental Impact Statement is an estimated inventory of mobile source air toxic emissions for the entire Study Area for 2025 and 2035. This approach was used because the inventory estimate accounts for changes in traffic and emissions on all roadways affected by a proposed project, and would, therefore, be a more reliable predictor of changes in exposure to mobile source air toxics. The Draft and Final Environmental Impact Statements present information and analysis about the proposed action and the enhanced conditions when compared against the No-Action Alternative and would not cause significant adverse effects. The Federal Highway Administration and Arizona Department of Transportation Draft and Final Environmental Impact Statements account for the potential effects when considering both adverse and beneficial impacts. The Draft and Final Environmental Impact Statements provide in-depth discussion of potential air quality impacts of the proposed alternatives. The carbon monoxide analysis presented on page 4-65 of the Draft Environmental Impact Statement and updated on page 4-75 of the Final Environmental Impact Statement represents projected carbon monoxide concentrations along the project corridor, including those proposed interchange locations along the South Mountain Freeway corridor. The Arizona Department of Transportation also conducted a quantitative particulate matter (PM ₁₀) hot-spot analysis that is discussed on page 4-76 of the Final Environmental Impact Statement. Both of these analyses demonstrate that the health-based National Ambient Air Quality Standards for carbon monoxide and particulate matter (PM ₁₀) would not be exceeded at worst-case locations along the project corridor.

(Response 4 continues on next page)

Code	Comment Document
8	<p>1 Ahwatukee Foothills where residents live, has not been</p> <p>2 addressed. Yes, it is different than Highway 101. It is</p> <p>3 dramatically different than the current 202 that was built,</p> <p>4 because we have mountains on two angular sides, where sound</p> <p>5 currently echoes off of the mountains.</p> <p>6 For example, if you were sitting in your backyard</p> <p>7 and you had a party, everyone in a four- to five-mile radius</p> <p>8 can hear the noise from your backyard. So can you imagine</p> <p>9 adding 150,000 trucks and cars going through that? The sound</p> <p>10 will be amplified naturally by the -- the mountain and the</p> <p>11 terrain, both sets of mountains: the Estrellas and the South</p> <p>12 Mountain.</p> <p>13 Also, the destruction to habitat, such as goats,</p> <p>14 javelinas, wildlife, those little gophers that are in the</p> <p>15 ground, birds, and other animals. Even though it is minimized</p> <p>16 in this project, it's still going to be dramatically impacted.</p> <p>17 So the other thing that's a concern is issues with</p> <p>18 health and breathing. Currently, most of the residents in</p> <p>19 Ahwatukee do see a lot of pollutions and toxins from the air.</p> <p>20 And a combination of these elements -- including benzine,</p> <p>21 ozone, dust particulates -- will be dramatically made worse by</p> <p>22 a highway, which will cause the elderly and the children in the</p> <p>23 community to have more respiratory problems and asthma</p> <p>24 problems.</p> <p>25 In the last two years, there's been many studies</p> <p>Page 22</p> <p>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
4 (cont.)		<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>
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> <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 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>
6	Air Quality	<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>

(Responses continue on next page)

Code	Comment Document
9	<p>1 about construction and homes and schools near highways, that</p> <p>2 had not been studied in 2008/2009 and is not incorporated into</p> <p>3 the Environmental Draft Impact Study. So how could an impact</p> <p>4 study that spent \$21 million not take into consideration new</p> <p>5 health warnings by many, many agencies about the impact on</p> <p>6 asthma and the increase in autism caused by particulates from</p> <p>7 living near highways?</p> <p>8 So, to go back to 2008, when this wasn't public</p> <p>9 information as a health risk, and not incorporate the</p> <p>10 state-of-the-art studies on health risks due to highway</p> <p>11 development is definitely deficient.</p> <p>12 Other than that, just the concept of the fact that</p> <p>13 there's no additional high-tech sound barrier walls being put</p> <p>14 up. Having ADOT say, "Oh, we'll build you a ten-foot concrete</p> <p>15 wall," does not mitigate the noise because the noise is going</p> <p>16 to echo through the canyon because the highway is elevated.</p> <p>17 The other thing is that it's directly affecting</p> <p>18 residents who have natural views. To elevate a highway and not</p> <p>19 really know how high and to destroy the views that people have</p> <p>20 from their homes and from their backyards in preserves are an</p> <p>21 impact.</p> <p>22 The other thing that I want to bring out is, in the</p> <p>23 subdivision that I live, which is in the Crossings in the</p> <p>24 Foothills, our homes, on certain streets, back to what's called</p> <p>25 the Navy-protected wildlife sanctuary, which is specifically</p>
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Code	Issue	Response
7	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>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 that may be elevated above the road, and any recommended 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>
8	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>
9	Health Effects	
10	Visual Resources	<p>For most of the alignments of each of the action alternatives, the proposed freeway would be elevated above the natural grade of the surrounding land. This elevated profile would allow noise to carry farther, creating noise impacts at greater distances from the freeway. Depressing the profile of the freeway below grade might reduce traffic noise levels adjacent to depressed sections. However, it would be necessary to also construct at-grade noise barriers to achieve noise reduction goals at receiver locations adjacent to depressed freeway sections (see page 4-99 in the Final Environmental Impact Statement). This strategy would reduce visual impacts associated with high noise barriers on elevated freeways, but would entail ground-level noise barriers and their associated interference with views. Thus, with either approach to noise reduction, views of nearby mountains could be disrupted. The specific impacts would depend on sightlines that would be determined by the height of any noise barriers constructed, the intervening topography, and the distance of the barriers from the residences in question.</p>
11	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 page 4-91).</p>

Code	Issue	Response
12	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.
13	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.)
14	Design	The current level of engineering is used to determine the limits of environmental and construction impacts due to the proposed freeway. The location and profile of the freeway are evaluated to minimize potential changes to the freeway as the design level would progress. The current level of engineering is an accepted industry standard for determining impacts. (See Draft Environmental Impact Statement sidebar on page 3-40 for more discussion.)

Code	Comment Document
2	<div><p>1 quality standards for trucks that originate in the U.S. That</p><p>2 has to be studied as an additional impact.</p><p>3 This is not like the 101 and the current 202, where</p><p>4 United States trucks travel to do local traffic. This is the</p><p>5 transportation corridor going from other countries like Canada</p><p>6 and Mexico. So the fact that there is lax standards on</p><p>7 emissions in those trucks that are currently allowed to go into</p><p>8 the U.S. and not study the toxic impact to the air quality, in</p><p>9 a valley where this air just sits and pushes up against the</p><p>10 mountain, is very deficient.</p><p>11 So, for example, on the Highway 101 we don't have</p><p>12 trucks from Mexico that were added when it was built. We also</p><p>13 have flat land on most of the 101, where the air pollution</p><p>14 doesn't sit in a cloud and build up and create a toxin. It</p><p>15 flows across.</p><p>16 It's the same thing when you go to Chandler and</p><p>17 Gilbert on the 202. It's relatively flat. There's no</p><p>18 mountains abutting or being cut through that can trap air</p><p>19 pollution. So we're very, very concerned about that part of</p><p>20 it, as well.</p><p>21 And the other thing that I would like to put into</p><p>22 the record is: Homeowners in this community should be offered</p><p>23 some kind of compensation to move out of the community due to</p><p>24 the health risk and impact that it will cause to the residents,</p><p>25 children, and the elderly.</p></div> <div>Page 25</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response
15	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.

Code	Comment Document
	<div><div>12</div><div>16</div><div>17</div><div>18</div><div>5</div><div>2</div></div> <div><div>1</div><div>2</div><div>3</div><div>4</div><div>5</div><div>6</div><div>7</div><div>8</div><div>9</div><div>10</div><div>11</div><div>12</div><div>13</div><div>14</div><div>15</div><div>16</div><div>17</div><div>18</div><div>19</div><div>20</div><div>21</div><div>22</div><div>23</div><div>24</div><div>25</div></div> <div><p>And if, for example, a stipend of 50,000 was given, for us to just sell out and leave the community, that should certainly be part of a \$9 billion highway study and be supported by the community for those that, you know, want to get out of the way of the highway but are trapped due to the cost of moving, the cost of not being able to sell the home because homes are depreciating, not appreciating, because no one wants to live near a highway.</p><p>The other concern that we have is: What is going to happen with the access, that we enjoy now, leaving our community? We actually don't have any roads leaving out of our community. And to build another side street will just cause more congestion and more pollution buildup because people will be jammed trying to get on the highway.</p><p>So to not have that studied, when Ahwatukee is the largest subdivision in America and all of these cars get backed up, where is the part of the Draft Environmental Impact Study that says when cars are idling and emitting toxins in the air, what is going to be contributing?</p><p>You know, we talk about these studies of going out to 2035. Well, where is the pollution counts and the levels of pollution?</p><p>The other thing that's very concerning is, when you mix chemicals from trucks, unregulated or less regulated emissions from Mexico, stagnant air that's sitting and pushed</p></div>

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Code	Issue	Response
16	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.
17	Design	The extension of Chandler Boulevard west of 19th Avenue is included in this project because reasonable access must be maintained to the neighborhoods at the west end of Pecos Road (see Figure 3-33 on page 3-57 in the Final Environmental Impact Statement). Early in the study process a traffic interchange at approximately 27th Avenue was evaluated but ultimately eliminated because of increased residential displacements and cost. 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.)
18	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).

Code	Comment Document
5915	<div><p>1 up against the mountain, and you mix those chemicals with the</p><p>2 current air quality that's in violation of EPA standards today,</p><p>3 and then you mix more compounds, you're creating an unknown</p><p>4 compound and health risk that's going to sit in the air and not</p><p>5 flow.</p><p>6 It's very apparent. Anyone with a high school</p><p>7 education can go to Ahwatukee and see the pollution and test</p><p>8 the air quality. But yet no one has decided to do a new test</p><p>9 station in Ahwatukee. No one has decided to revisit the 2005</p><p>10 study, which showed that these particles are actually</p><p>11 cancer-causing and are in danger, back in 2005.</p><p>12 And can you imagine, eight to ten years after 2005,</p><p>13 that the pollution is worse? I think anyone can, with common</p><p>14 sense, say: Absolutely, it is.</p><p>15 And it should be at least studied.</p><p>16 That doesn't mitigate the fact that we need a</p><p>17 highway. But we would also urge that ADOT go back to the</p><p>18 Indian community and maybe align a highway, to create a new</p><p>19 alignment for a highway and approach the Indian community and</p><p>20 find out where south on their land they would consider.</p><p>21 There's plenty of traffic routes, that are actually</p><p>22 through Maricopa and up through Highway 85, that are currently</p><p>23 used as truck traffic. And we all know this highway is for</p><p>24 truck traffic.</p><p>25 For social use, it does not allow anyone from</p></div>
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Code	Issue	Response
19	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.
20	Alternatives	The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other “loop” freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. The State Route 85/Interstate 8 Alternative was evaluated for the proposed project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.

Code	Comment Document
21	<p>1 Ahwatukee to get to downtown any quicker than going the other</p> <p>2 way. It just doesn't do it. You're actually going to be about</p> <p>3 15 miles outside of downtown and going into traffic on the 10</p> <p>4 to get to downtown. So I would propose people that are going</p> <p>5 on this new highway, to go work downtown, are going to actually</p> <p>6 create more congestion on Highway 10 because Highway 10 has not</p> <p>7 been expanded.</p> <p>8 We also need alternate routes that go east/west,</p> <p>9 other than Pecos, in addition to this highway, so that it will</p> <p>10 relieve other traffic.</p> <p>11 The last point that's a concern for me is the</p> <p>12 environmental EPA's testing site. Pretty much, in Laveen right</p> <p>13 now, which is south of the 10, and east of 79th Avenue is it is</p> <p>14 already in violation of the EPA standards. It has 13</p> <p>15 air-quality violations last year, 22 particulate violations</p> <p>16 last year.</p> <p>17 And somehow the trucking industry and the City has</p> <p>18 gotten an exemption to say that: Oh, it's storm-related.</p> <p>19 Well, you guys have to really study an</p> <p>20 environmental impact study, how that sensor which can't be</p> <p>21 moved by the EPA is going to cause the City of Phoenix to be in</p> <p>22 air-quality violation, losing Federal highway money. So this</p> <p>23 \$9 billion highway could turn into a loss of \$1.2 billion a</p> <p>24 year, after the highway is built, if that sensor is in</p> <p>25 violation.</p>

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Code	Issue	Response
21	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.
22	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 have received an initial determination of operational and engineering acceptability from the Federal Highway Administration.

Code	Comment Document
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1 Everyone knows new development is going to be built
2 in Laveen. Truck depots are being built now. Business owners,
3 politicians are buying tracts of land. It's going to cause
4 more toxic emissions into the environment and not less. So to
5 reduce air-quality issues by about 5 to 10 percent, with the
6 new highway, is going to be overridden by the increased growth,
7 the increased traffic, the increased congestion of trucks and
8 cars trying to get on the highway, which is going to cause that
9 sensor to be in violation even more. And to, again, not study
10 that is grossly negligent.

11 The other thing is toxic spills and truck accidents
12 have to be studied more. ADOT is saying that it's about
13 147,000 cars or trucks a day, when our independent studies have
14 shown it's about 15 percent more than that. And it's not even
15 considering the additional truck traffic. So we all know the
16 Swift Transportation, located in Laveen; truck depots being
17 built; and also land leases on Pecos -- owned by politicians
18 who already have designs to do truck depots and rest stops --
19 will cause idle trucks to emit benzine and sulfur dioxide into
20 the air because they'll be sitting at truck depots.

21 And why has that not been studied as an
22 environmental impact?

23 Real critical, key things that have not been
24 studied. And I would strongly urge that the 2005 study on
25 particulates in the air be entered into the record for the


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Driver and Nix Court Reporters - (602) 266-6525
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Code	Issue	Response

Code	Comment Document
	<div><div><div>1 final draft study, the proposal, before it gets submitted to</div><div>2 the Government. It's grossly negligent for that not to be</div><div>3 included.</div><div>4 I appreciate your time. Thanks for your comments.</div><div>5 And I hope -- hope we have our voices heard. Thank you very</div><div>6 much.</div><div>7</div><div>8</div><div>9</div><div>10</div><div>11</div><div>12</div><div>13</div><div>14</div><div>15</div><div>16</div><div>17</div><div>18</div><div>19</div><div>20</div><div>21</div><div>22</div><div>23</div><div>24</div><div>25</div></div><div>Page 30</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Comment Document
1	<div><p>From: Projects To: ADOT Subject: FW: Build it!!!!!! Date: Wednesday, May 15, 2013 11:19:34 AM</p><hr/><p>From: Jerry LaRocca - Facilities and Mfg Manager [mailto:jlarocca@azic.com] Sent: Wednesday, May 15, 2013 11:16 AM To: Projects Subject: Build it!!!!!!</p><p>I vote to build the south mountain freeway. Please make it soon!</p><p>Jerry LaRocca Mfg & Facilities Manager Arizona Instrument LLC. jlarocca@azic.com 602-281-1660</p><p>Green Solutions for Moisture and Toxic Gas Analysis</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></div>

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.

Build the 202

We need a road to relieve the I-10 traffic

We like the I-101 Alternative Control Option, need to connect directly to the I-101

Optional

Name GARY LASUN Email _____

Address 6014 W Running Deer Trail

City Phoenix AZ 85093 State _____ Zip _____


Phone _____ Fax _____

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

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

13-190

ADOT

 U.S. Department of Transportation
Federal Highway
Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

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

Code	Comment Document
	<div><div><div><div>1</div><div>2</div></div><div><div>3</div><div>4</div></div></div><div><div><div>From: Gail Lasserre</div><div>To: Projects</div><div>Subject: Loop 202 Expansion Through Ahwatukee</div><div>Date: Friday, June 21, 2013 11:55:52 AM</div></div><div></div><div><p>Hi! My family has lived in Ahwatukee for 7 years. We love that it's quiet, private, and somewhat secluded.</p><p>We DO NOT support the addition of another freeway through our community. I-10 is providing plenty of access for those smuggling drugs and/or people to get in and out of our community.</p><p>Our drive times to other areas of the valley are fine as they are. We do not favor extending the 202, as we feel it will increase crime, pollution, and noise.</p><p>Thanks for your consideration.</p><p>Gail Lasserre 314-322-4600</p></div></div></div>

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	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.
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

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 8:01 PM
CALLER: OLGA LATONA	CALLER ADDRESS: 1601 E. SAINT ANNE AVENUE, PHOENIX, AZ 85042
PHONE: 602-268-9694	EMAIL:
CALLER REMARKS/QUESTIONS: I support the South Mountain Freeway and I agree with the decision and am very happy for that. Thank you. Bye bye.	

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div><div><div><div><div></div><div><div>From: Projects</div><div>To: ADOT</div><div>Subject: FW: Build the South Mountain Freeway</div><div>Date: Wednesday, May 15, 2013 8:37:38 AM</div></div></div></div></div></div> <div><div></div><div><div>From: Lauridsen, Pamela K [mailto:pamela.k.lauridsen@intel.com]</div><div>Sent: Tuesday, May 14, 2013 11:35 PM</div><div>To: Projects</div><div>Cc: info@buildthe202.com</div><div>Subject: Build the South Mountain Freeway</div></div></div> <p>When I bought my property in 2003 the 202 was schedule to be built - the was a huge selling point to me as I work in Chandler and I live at 77th and Broadway the 202 would have and will reduce my commute time in half. Now 10 years later the 202 still has not been approved and being constructed. It is imperative that this project begin immediately to support existing and future traffic growth in the valley. Thank you</p> <p>Regards, <i>Pamela K. Lauridsen</i></p> <div><div></div><div><div>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.</div><div>.</div></div></div>

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.

		freeway would handle about half of the capacity deficiency not captured by other modes. (See Figure 3-14 on Final Environmental Impact Statement page 3-31).
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.
6	Alternatives, Gila River Indian Community Alignment	
7	Section 4(f) and	

Code	Comment Document
	<p>opinion against EVER building this road through one of the most “inaccessible” (and that’s OK) neighborhoods in Metro Phoenix.</p> <p>Thanks.</p> <p>Gene Lauritano 3532 E Modoc Ct Phoenix 85044 602-692-9534</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

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 05/14/13	INCOMING CALL TIME: 2:17 PM
CALLER: LETICIA LAVANT	CALLER ADDRESS: 920 E. FREEMONT ROAD, PHOENIX, AZ 85042
PHONE: 602-243-7723	EMAIL:
CALLER REMARKS/QUESTIONS: Hi. I just wanted to say that I would like to support the South Mountain Freeway being built. Thank you very much. Bye bye.	

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div>4219</div> <div><div><div>1</div><div>in a separate survey, 59 percent of likely voters</div></div><div><div>2</div><div>living in the Ahwatukee and Laveen area support the</div></div><div><div>3</div><div>freeway as well.</div></div><div><div>4</div><div>The support is there for the project, and</div></div><div><div>5</div><div>the money to build the freeway is in the budget, as</div></div><div><div>6</div><div>it was approved by voters twice, in '85 and in 2004.</div></div><div><div>7</div><div>It's clearly time to begin construction on the South</div></div><div><div>8</div><div>Mountain. Thank you.</div></div><div><div>9</div><div>THE FACILITATOR: Thank you,</div></div><div><div>10</div><div>Mr. Trussell.</div></div><div><div>11</div><div>Ariel LeBarron.</div></div><div><div>12</div><div>MS. LeBARRON: Hello, my name is Ariel</div></div><div><div>13</div><div>LeBarron, and I am a student at the School of</div></div><div><div>14</div><div>Feasibility. I grew up here, I was born and raised.</div></div><div><div>15</div><div>And I oppose the South Mountain Freeway, just because</div></div><div><div>16</div><div>it would increase air pollution, and I feel there are</div></div><div><div>17</div><div>better alternatives that we could be putting our tax</div></div><div><div>18</div><div>money into, such as public transportation. This</div></div><div><div>19</div><div>would increase our air quality, so that our future</div></div><div><div>20</div><div>generations wouldn't be as affected. And I think by</div></div><div><div>21</div><div>putting a freeway and expanding it outward is going</div></div><div><div>22</div><div>to make people use and buy cars more, instead of</div></div><div><div>23</div><div>trying to switch to public transportation.</div></div><div><div>24</div><div>I think for our future we should be</div></div><div><div>25</div><div>focusing on better alternatives. Thank you.</div></div></div> <div>Page 24</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

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, Nonfreeway Alternatives	

Code Comment Document

5246

1 MEMBER OF PUBLIC: Can I ask a follow-up to
2 that?

3 THE FACILITATOR: Let me get through these.

4 Ariel LeBarron. "Can you look at public
5 transit and transportation more closely to fit the
6 needs of the citizens, both in the South Mountain
7 area, but the Valley as the whole. Use the money for
8 the freeway for this instead. Use examples from the
9 counties and cities to create a working system that
10 in the end could make money for the state." Is that
11 a question or a comment?

12 MEMBER OF PUBLIC: Well, could you use that
13 money for public transportation?

14 THE FACILITATOR: Can they use the money
15 designated here for public transportation? I'm
16 sorry, I didn't get that.

17 MR. SPARGO: Now, the regional
18 transportation plan that was developed in 2004 did
19 include a much more robust public transit portion
20 when compared to what was done in 1985, and that
21 included a lot of local and regional buses, as well
22 as extensions to the light rail, the initial 20-mile
23 segment.

24 So the region has already shown an
25 investment into that system, but along in the

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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	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 transit projects nor would not constructing this facility make available additional funds for transit projects.

Code	Comment Document
	<div>1 RTP there was also a freeway system, which working</div> <div>2 together to provide, you know, all modes of travel</div> <div>3 for the community.</div> <div>4 With regard to the funding itself, there</div> <div>5 are some firewalls built into the regional</div> <div>6 transportation plan and it does limit the ability to</div> <div>7 both use freeway funds for transit projects, as well</div> <div>8 as to take money from transit projects and use them</div> <div>9 for freeways.</div> <div>10 So that would be something that would have</div> <div>11 to probably be, you know, vetted at the top of MAG.</div> <div>12 It would be a decision made by them, but there are</div> <div>13 fire walls built in that would really limit or do not</div> <div>14 allow the mixing of those funds.</div> <div>15 THE FACILITATOR: Scott Sprague. "In</div> <div>16 pre-design meetings for I-11, ADOT representatives</div> <div>17 have repeatedly stated that no part of the I-11 or</div> <div>18 scenic drive has been identified beyond a very wide</div> <div>19 30-mile swath between Phoenix and Las Vegas. Upon</div> <div>20 approaching Phoenix, ADOT has insisted that many</div> <div>21 alignments through and around the city are still on</div> <div>22 the table. This contradicts what the map shows</div> <div>23 tonight. Please explain the disconnect."</div> <div>24 MR. SPARGO: Can I have you repeat just the</div> <div>25 part about where the information was coming from that</div> <div>Page 100</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

Code	Issue	Response

Code	Comment Document
1	<div><div><div>Yvette Ledesma</div><div>Document Created: 5/21/2013 3:06:22 PM by Web Comment Form</div></div><div>i am in support of South Mountain Freeway. This would alleve congestion as it stands today! the current highway will not support the growth and traffic of the near future.</div></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div>Document Created: 5/23/2013 3:32:42 AM by Web Comment Form</div> <p>Letter to ADOT:</p> <p>1 I live in Central Phoenix, just near Baseline and Central. As you know, Baseline is the main corridor for people who live in Laveen and work/shop in the East Valley. I suspect that an interchange on the proposed freeway at Baseline will now funnel even more traffic through the area. In fact, all of the West and Northwest Valley will now have access to east-west roads through South Phoenix. Already when there is a problem on I-17 or I-10, Baseline becomes a parking lot. Now imagine the potential for a problem on any of the I-10, I-17, OR Loop 202. Baseline will bear the full brunt.</p> <p>2 Perhaps South Phoenix, because it is home to many lower-economic residents of Phoenix, is not of particular import to the powers that be. We certainly saw that when the city council thumbed its nose at the Baseline Master Plan and allowed developers to run rough shod over the area.</p> <p>3 4 Another consideration is the Phoenix Point of Pride—South Mountain Park. The road to San Juan Lookout, which is closed to traffic everyday except for one weekend per month, goes through a valley that is a quiet “haven.” That, of course, will no longer be true when a freeway runs adjacent. What good is the claim to “the largest city park” if that park is perpetually bombarded with traffic noise? How is it possible that we do not have space and inclination for just one quiet retreat within the confines of this sprawling city?</p> <p>I urge you to reconsider the plan to build a freeway with so much impact on South Mountain Park.</p> <p>Claudia Leischen</p>

Code	Issue	Response
1	Traffic	As shown in Figure 3-12 on page 3-29 of the Final Environmental Impact Statement, traffic on Baseline Road between 17th Avenue and 48th Street would be less in 2035 with the proposed freeway than without the proposed freeway.
2	Environmental Justice/Lifestyle	Low-income populations were evaluated to ensure there were not disproportionately high and adverse impacts. The Preferred Alternative would not adversely affect any census block groups with low-income populations south of the Salt River (e.g., South Mountain Village).
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	Noise	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.

Code	Comment Document
	<div>4274</div> <div><div>1<div>So I -- I'm here in support of the 202.</div></div><div>2<div>Just one of your statistics, people are talking about</div></div><div>3<div>sacred land and so forth and South Mountain</div></div><div>4<div>preservation land, taking your statistics, it's only</div></div><div>5<div>going take .2 percent, which is 31 acres of the</div></div><div>6<div>16,600 acres of South Mountain Park.</div></div><div>7<div>So that's completely minimal. And, anyway,</div></div><div>8<div>thank you for my -- for considering. Thank you.</div></div><div>9<div>THE FACILITATOR: Thank you.</div></div><div>10<div>If anybody out there would like to speak,</div></div><div>11<div>please go out front and register at the front desk</div></div><div>12<div>and then come on back in.</div></div><div>13<div>Before we call the next person up, the last</div></div><div>14<div>shuttle will be leaving for all destinations at 7:30,</div></div><div>15<div>that's orange, green, and blue or 1, 2, and 3.</div></div><div>16<div>Claudia "Leeschen," Leischen.</div></div><div>17<div>MS. LEISCHEN: Leischen.</div></div><div>18<div>THE FACILITATOR: Leischen. Would you mind</div></div><div>19<div>using this other microphone, please.</div></div><div>20<div>MS. LEISCHEN: I wrote my statement. I</div></div><div>21<div>live in Central Phoenix, just near Baseline and</div></div><div>22<div>Central. As you know, Baseline is the main corridor</div></div><div>23<div>for people who live in Laveen and work or shop in the</div></div><div>24<div>East Valley. I suspect that an interchange on the</div></div><div>25<div>proposed freeway at Baseline will now funnel even</div></div></div> <div><div>1</div><div>Page 104</div><div>Driver and Nix Court Reporters - (602) 266-6525</div><div>www.drivernix.com</div></div>

Code	Issue	Response
1	Traffic	As shown in Figure 3-12 on page 3-29 of the Final Environmental Impact Statement, traffic on Baseline Road between 17th Avenue and 48th Street would be less in 2035 with the proposed freeway than without the proposed freeway.

Code	Comment Document
2	<p>1 more traffic through the area.</p> <p>2 In fact, all of the West and Northwest</p> <p>3 Valley will now have access to east/west roads</p> <p>4 through South Phoenix. Already, when there's a</p> <p>5 problem on the I-17 or I-10, Baseline becomes a</p> <p>6 parking lot. Now, imagine the potential for a</p> <p>7 problem on any of the I-10, I-17, or Loop 202.</p> <p>8 Baseline will bear the full brunt. Perhaps South</p> <p>9 Phoenix, because it's home to many lower economic</p> <p>10 residents of Phoenix, is not of particular import to</p> <p>11 the powers that be. We certainly saw that when the</p> <p>12 city council thumbed its nose at the Baseline Master</p> <p>13 Plan and allowed developers to run roughshod over the</p> <p>14 area.</p> <p>15 Another consideration is the Phoenix point</p> <p>16 of pride, South Mountain Park, the road to San Juan</p> <p>17 lookout, which is closed to traffic every day, except</p> <p>18 for one weekend per month, goes through a valley that</p> <p>19 is a quiet haven. That, of course, will no longer be</p> <p>20 true when a freeway runs adjacent. What good is the</p> <p>21 claim to the largest city park if that park is</p> <p>22 perpetually bombarded with traffic noise.</p> <p>23 How is it possible that we do not have</p> <p>24 space and inclination for just one quiet retreat</p> <p>25 within the confines of this sprawling city. I urge</p> <p>Page 105</p> <p>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
2	Environmental Justice/Lifestyle	Low-income populations were evaluated to ensure there were not disproportionately high and adverse impacts. The Preferred Alternative would not adversely affect any census block groups with low-income populations south of the Salt River (e.g., South Mountain Village).
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	Noise	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.

Code	Comment Document
	<div><div></div><div><div>1 you to reconsider the plan to build a freeway with so</div><div>2 much impact on South Mountain Park.</div><div>3 THE FACILITATOR: Thank you.</div><div>4 Max Dunlap.</div><div>5 MASTER DUNLAP: Hello, my name is Max</div><div>6 Dunlap and this freeway would help us because we</div><div>7 could travel a lot faster, because probably now it</div><div>8 would take about 30 minutes to get around the</div><div>9 mountain. We would have a lot more things and</div><div>10 wildlife, even though it could lose some space. It</div><div>11 would have -- we could just move all the extra we</div><div>12 have from the mountain, and just put it on another</div><div>13 side and all the animals would have all the space</div><div>14 they already did have.</div><div>15 And, well, it's also that we have so much</div><div>16 traffic that a lot of extra smog goes into the air</div><div>17 and with this freeway less smog would go into the</div><div>18 air, which means less pollution. And a lot of more</div><div>19 happy people that can just travel from place to</div><div>20 place.</div><div>21 THE FACILITATOR: Thank you.</div><div>22 Julie Dunlap.</div><div>23 MS. DUNLAP: Thank you for listening to our</div><div>24 concerns. I live in Laveen, and we've lived there</div><div>25 for going on eight years. And we purchased our home</div></div></div> <div><div>Page 106</div><div>Driver and Nix Court Reporters - (602) 266-6525</div><div>www.drivernix.com</div></div>

Code	Issue	Response

Code	Comment Document
<div data-bbox="332 433 512 475">1</div>	<div data-bbox="512 433 1348 475"><div>Stephanie Lemek</div><div>Document Created: 5/21/2013 1:57:46 PM by Web Comment Form</div></div> <div data-bbox="512 475 1348 1691"><p>I am in favor of the construction of the South Mountain Freeway for various reasons. It is necessary to help manage the ongoing traffic issues that will only be exacerbated in future years. These traffic issues are not only inconvenient and costly for residents, but they also result in heavy emissions from vehicles and a negative impact on the environment. In addition, this project is within the current budget and will stimulate the economy by providing thousands of jobs over the course of the project.</p></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div><p>From: Projects To: ADOT Subject: FW: 202 Freeway Extension Date: Wednesday, May 15, 2013 1:41:22 PM</p><hr/><p>From: LESANHOME@aol.com [mailto:LESANHOME@aol.com] Sent: Wednesday, May 15, 2013 1:24 PM To: Projects Subject: 202 Freeway Extension</p><p>Yes, I do support building the 202 freeway extension around South Mountain. This has been discussed for decades and really needs to happen!</p><p>Sylvia Lesan 904 E. Constitution Dr. Gilbert, AZ 85296</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></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
	<div><div><div>1</div><div>2</div></div><div><div><div><div>TELEPHONE CONVERSATION RECORD</div><div>SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div></div><table><tr><td>INCOMING CALL DATE: 5/17/13</td><td>INCOMING CALL TIME: 3:51 PM</td></tr><tr><td>CALLER: FRED LETTERMAN</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div><div><div>CALLER REMARKS/QUESTIONS:</div><div>I oppose any more damn freeways! We do not need no more freeways! What we need to do to solve this traffic problem is to get a good light rail system, or some type of rail system – NOT, not freeways! We’ve had chances for 40 years to do it but the freeways haven’t solved nothing since. So I will vote against it if it comes up for a vote a dozen times.</div></div></div></div></div></div>	INCOMING CALL DATE: 5/17/13	INCOMING CALL TIME: 3:51 PM	CALLER: FRED LETTERMAN	CALLER ADDRESS:	PHONE:	EMAIL:
INCOMING CALL DATE: 5/17/13	INCOMING CALL TIME: 3:51 PM						
CALLER: FRED LETTERMAN	CALLER ADDRESS:						
PHONE:	EMAIL:						

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	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

From: [Projects](#)
To: [ADOT](#)
Subject: FW: ADOT Loop 202 South Mountain Freeway Study
Date: Tuesday, April 30, 2013 8:57:12 AM

From: David Lewis [mailto:david@lukelandrealty.com]
Sent: Thursday, April 25, 2013 3:23 PM
To: Projects
Subject: ADOT Loop 202 South Mountain Freeway Study

ADOT,

I am responding concerning the request for comments about "ADOT Loop 202 South Mountain Freeway Study."

I have been in real estate since the early 70's and this project has been discussed since before I-10 was even built. The final analysis puts the loop road on the edge of the Gila Indian Reservation property, much like the Loop 101 was done in east Scottsdale. That route left all the developable land on reservation land and created a giant economic opportunity for the Tribe that cost the City of Scottsdale and State of Arizona enormously, in my opinion. There is no reason to give the Indian tribes economic opportunity, particularly when they don't want it.

I suggest we pay the property owners that would be affected very well for their properties and be done with the subject. Make it a toll road, or whatever, but end the subject and leave the citizens of Arizona in charge of their fate. I am sure this will please the Tribe as well.

Regards,


David F. Lewis

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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.
2	Tolling	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 will not be involved.

Code	Comment Document
1	<div><div>John Lewis</div><div>Document Created: 5/21/2013 8:44:25 PM by Web Comment Form</div><div>I do not think that the travel time saved for any of the proposed alignments justifies the building of this freeway. I strongly believe that the costs (both direct and indirect) do not justify this project being built either in terms of spending tax payers money or fiscal responsibility on the part of any federal or state agency.</div></div>

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	<div><p>From: Projects To: ADOT Subject: FW: Build the South Mountain Freeway Date: Wednesday, May 22, 2013 10:51:39 AM Attachments: image001.png</p><hr/><p>From: John N. Lewis [mailto:Jnlewis@sundt.com] Sent: Tuesday, May 21, 2013 1:35 PM To: Projects Cc: info@buildthe202.com Subject: Build the South Mountain Freeway</p><p>I would like to show my support for this project. This would greatly help those people like myself get to and from the east and west valley for work. Hope to see this project get started in the near future.</p><p>Thanks</p><p>John Lewis III CPC, LEED AP, Assoc. DBIA Sundt Construction Inc. Phoenix Biomedical Campus Health Science Education Bldg. Jnlewis@sundt.com F – 480-629-0200 M – 602-723-9776</p><div></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></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div><div><div></div><div>From: Bob Lewis</div><div>To: Projects</div><div>Cc: Lewis, Robert (Lewis, Robert)</div><div>Subject: Feedback</div><div>Date: Tuesday, July 23, 2013 5:25:32 PM</div></div></div></div></div>
	<p>Dear Community Outreach Team:</p>
	<p>Our family has lived in Arizona twice for a total of 21 years. We love Arizona, especially the Ahwatukee Foothills area, which we selected as our “final resting place.” However, we’d rather not have our “final resting place” come too soon !!! (We chose Ahwatukee as the place to live out our lives, because of its beauty and clean air.) We do travel often to the west valley, but are willing to endure the longer drive than having the Loop 202 built over Pecos Road, which would shorten our drives, but also, I’m sure, our lives.</p>
12	<p>That which my family is most concerned about is the quality of our air, which we know will be affected negatively by enlarging Pecos for a major freeway. I especially will be affected by the bad air quality, since I spend my entire days (from sunrise to dark) in my vegetable gardens and I have had lung problems in the past.</p>
3	<p>Since I’ve been gardening (in my retirement years) I have been the healthiest that I’ve ever been. But, living in the bowl created by mountain/foothill ranges in nearly all directions, I know that Phoenix’s dark brown cloud will be moved over us, too, and not only in the winter months. We now have too many “no-burn days.” We, our children, grandchildren and soon, great-grandchildren will be permanently affected by air pollutants. And, the 202 would be too close to several of our schools where other people’s children will be affected, too, for the rest of their lives.</p>
2	<p>Two other problems I foresee are:</p>
45	<ol style="list-style-type: none">1. Loop 202 becoming full of dirty, large truck traffic, created beyond our state/local use, since it WILL be used heavily by trans-Canada/Mexico traffic.
67	<ol style="list-style-type: none">2. From what I’ve read, placing Loop 202 over Pecos Rd. will not reduce much traffic on I-10, and at the same time, will restrict our leaving safely our “bedroom community” in case of nuclear pollutants released from close-by reactors on our west or other terrible large-scale disasters. 202 built over Pecos WILL eliminate critical exits from Ahwatukee which we now can use to get onto Pecos Rd., if we ever need to evacuate our community.
8	<p>After all these years of public outcries from Ahwatukee, Native American people, and other people, why not cut our losses NOW and NOT build here? If really needed, why not build 202 much further south (e.g. on I87), which would affect many fewer people and keep the quality of life better for more people currently living here.</p> <p>Perhaps too simply put, I believe the final decision is really between whether to award Leveen with economic growth or keep Ahwatukee’s air clean. I guess you folks will make that decision for the rest of us.</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	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	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.
5	Purpose and Need, Truck Bypass	
6	Purpose and Need	Even though the region’s freeways are now congested and operate poorly, conditions in 2035 would be substantially worse (see Final Environmental Impact Statement pages 1-21 and 1-22). By 2035, east- and westbound motorists on Interstate 10 between State Route 101L (Agua Fria Freeway) and State Route 202L (Santan Freeway) are expected to experience stop-and-go driving for over 3 hours every day. This is for a distance of nearly 30 miles. A new freeway in the Study Area would distribute commuters over an additional freeway facility. As a result, the duration of stop-and-go traffic on the region’s freeways would be reduced.
7	Traffic	The E1 Alternative would affect the existing local street network. Approaches for reconfiguring the local street network include removing streets, constructing new streets, constructing the proposed freeway over existing streets, or dead-ending existing streets. Final design of local streets would be coordinated with emergency service providers, local jurisdictions, and other appropriate agencies and would continue through final design stages. See Final Environmental Impact Statement Figure 3-33, on page 3-57.

Code	Comment Document
	<p>Sincerely,</p> <p>Robert A. Lewis RLewis48@cox.net</p>

Code	Issue	Response
8	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>

Code

Comment Document

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TELEPHONE CONVERSATION RECORD

SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/17/13	INCOMING CALL TIME: 10:55 AM
CALLER: JUDITH LIGAS	CALLER ADDRESS: 5352 S. AMBERWOOD DRIVE, CHANDLER AZ 85248
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

Yes, I would like to have the South Mountain Freeway completed so it connects to the I-10. Thank you.

Code	Issue	Response
1		Comment noted.

Code Comment Document

From: [Projects](#)
To: [ADOT](#)
Subject: FW: South Mountain Freeway
Date: Tuesday, July 16, 2013 10:08:14 AM
Attachments: [image001.png](#)

Thank you,
Matthew Eberhart
Community Relations Officer

1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov

The logo for ADOT Communications, featuring the letters "ADOT" in a stylized, bold font with a green and blue color scheme, and the word "Communications" in a smaller, black font below it.

From: Marty Light [mailto:sparlight@gmail.com]
Sent: Monday, July 15, 2013 5:37 PM
To: Projects
Cc: sparlight@gmail.com
Subject: South Mountain Freeway

Good Afternoon:

As a long time resident of the Ahwatukee Foothills community, I am compelled to register my complete objection to having the Loop 202-South Mountain Freeway constructed.

My objections begin with the flawed and outdated data utilized in the DEIS which clearly does not accurately portray current scientific data. The impact to Ahwatukee includes a total change in the character of the community, huge property devaluations, increased air and noise pollution and the real threat of a devastating and lethal toxic chemical accident. It would cause environmental harm to the South Mountain Park area and its delicate desert environment. It is apparent that this loop would become a major highway for the Canamex truckers and not just a commuter highway as the study would have us believe.

I stand behind PARC, the Sierra Club and Don't Waste Arizona in their objections to this unneeded, wasteful and harmful project.

Sincerely,
Martha S. Light
15024 S. 25th St.
Phoenix, AZ. 85048

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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	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	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.
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	Hazardous Materials	
7	Section 4(f) and Section 6(f)	
8	Biology, Plants, and Wildlife	
9	Purpose and Need, Truck Bypass	
10	Trucks	
11	Purpose and Need, Lack of Support	

Code

Comment Document

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From: [Projects](#)
To: [ADOT](#)
Subject: FW: Loop 202 (South Mountain Freeway)
Date: Wednesday, May 22, 2013 10:54:13 AM

From: Limon, Chad C [<mailto:chad.c.limon@chase.com>]
Sent: Tuesday, May 21, 2013 8:04 AM
To: Projects
Subject: Loop 202 (South Mountain Freeway)

One question: Is it worth it?

My answer is no. I believe that this freeway will harm my daughter’s health. She has asthma and we would be within ¼ mile of the roadway. There will be primarily class 8 truck traffic on this extension. Truck traffic means harmful pollutants and noise. Building the proposed extension in unnecessary and a waste of resources. It will primarily only benefit people who do NOT live here as it gives a way around downtown to points east and west. The rise in pollution and crime coupled with the diminished property values do not make sense. It will mean less property tax revenues and added costs for the state of Arizona.

Please don’t ruin our community of the Ahwatukee Foothills. This freeway will kill what our residents love about our community. There is no way to argue the benefits outweigh the costs.

Chad Limon | Card Services, Corporate Liability | **Chase Bank USA, N. A.**
150 W. University Dr., Bldg – G 3rd Flr., Tempe, AZ 85281, Internal Mail: AZ1-5613
Phone: 480-902-6642 Fax: 877-403-7461
Hours of availability | weekdays 7:30 am - 4:30 pm AZ Time

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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, Truck Bypass	
3	Air Quality	
4	Noise	
5	Purpose and Need, Lack of Support	
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.
7	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.
8	Economics, Socioeconomics	Table 4-23 on Final Environmental Impact Statement page 4-63 displays projected property tax impacts on the various affected jurisdictions from right-of-way acquisition and future land uses related to each of the action alternatives. Property tax impacts from implementing the W59 Alternative would be about twice those resulting from the E1 Alternative. The loss in annual City of Phoenix tax revenues from implementation of the E1 Alternative are discussed on page 4-65 and would, given all tax revenues for the City of Phoenix, “be nearly inconsequential.”
9	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
	5021
1	1 MR. LIMON: I'd like to put on the record that I'm
2	2 against the building of the South Mountain or 202 extension. I
3	3 feel that it's not really going to benefit many Arizona
4	4 residents. It's going to benefit out-of-state drivers,
5	5 commercial vehicles -- by your numbers, to the tune of 1194
6	6 commercial vehicles per hour, passing within 50 feet of my
7	7 home, in which I have an asthmatic daughter.
8	8 So, you know, what's missing there? Who's
9	9 benefiting? Well, Phoenix residents aren't benefiting.
10	10 The statement is that there will be less traffic on
11	11 our arterial surface streets. I don't see how that's possible.
12	12 I don't know anybody that takes surface streets from Ahwatukee
13	13 or Chandler to Laveen. So they're going to take the highway.
14	14 Travel time to downtown, they claim that it would
15	15 decrease. It would actually increase if you're taking the
16	16 extension; there would be an additional 10 miles.
17	17 And it says it will alleviate I-10 congestion. And
18	18 it's possible it might alleviate some of it south of town, west
19	19 of town. You're only going to move the truck traffic, so
20	20 that's -- That's not going to affect the downtown corridor,
21	21 since there's already a truck route that addresses that.
22	22 Really, traffic is caused by accidents. We don't
23	23 have enough volume on Phoenix freeways to really cause an
24	24 issue. I've lived in areas that have volume issues: Chicago,
25	25 New York, Boston.
	Page 8
	Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

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	Purpose and Need, Truck Bypass	
3	Health Effects	
4	Traffic	The statement related to reductions on arterial streets considers those arterials streets in and around the entire Study Area, not just in Ahwatukee Foothills Village. The traffic projections for Chandler Boulevard (see Figure 3-12 on page 3-29 of the Final Environmental Impact Statement do show a reduction with the proposed freeway when compared with conditions without the proposed freeway. The travel time comparison shown in Figure 3-17 on page 3-34 of the Final Environmental Impact Statement included a trip from Ahwatukee Foothills Village to Downtown Phoenix using Interstate 10, not the proposed freeway. This trip would take 5 or 6 minutes less with the proposed freeway in place when compared with conditions without the proposed freeway. The duration of level of service E or F (represents stop-and-go traffic) for the existing conditions and future conditions without the proposed freeway are shown in Figure 1-9 and 1-10 in the Final Environmental Impact Statement. In both conditions there are more than 3 hours of congested conditions during the morning and evening commuting periods on a number of the region's freeways, especially Interstate 10.

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Comment Document

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So I urge a no-build option because I don't see that it's going to benefit anybody but out-of-state drivers passing through, truck drivers including trucks coming from Mexico with different emissions standards much lower than our own.

And thank you very much.

Page 9

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

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.

Code	Comment Document
	<div><div><div><div><div></div><div><div></div></div></div><div><div><div>From:</div><div>To:</div><div>Subject:</div><div>Date:</div></div><div><div>Projects</div><div>ADOT</div><div>FW: Build the South Mountain Freeway</div><div>Tuesday, May 14, 2013 9:46:07 AM</div></div></div></div></div><hr/><div><div>-----Original Message-----</div><div><div>From:</div><div>Dane Lind</div><div>[mailto:dane.lind@icloud.com]</div></div><div><div>Sent:</div><div>Friday, May 10, 2013 6:13 PM</div></div><div><div>To:</div><div>Projects</div></div><div><div>Cc:</div><div>info@buildthe202.com</div></div><div><div>Subject:</div><div>Build the South Mountain Freeway</div></div></div><div><div>Past time to build...it is already too late and more will be needed even after this is built</div></div><div><div>Sent from my iPhone</div></div></div> <hr/> <div><div>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.</div><div>.</div></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div></div><div><div>Dane Lind</div><div>Document Created: 7/24/2013 11:32:07 AM by Web Comment Form</div><div>In review of the alternate routes for this stretch of freeway, it makes absolutely no sense at all to tie it in to the I-10 Freeway any closer to the downtown area than the Loop 101 interchange between 95th and 99th avenues. By tying it in at the Loop 101 you also save the same distance for the future SR 801 running East to West to the South of I-10. The cost is not the issue, taking the bypassing truck traffic off of I-10 as it passes thru Phoenix is the issue.</div></div></div>

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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	

Code	Comment Document
	<div>4393</div> <div><div><div>1the stops are, as everybody's -- all the traffic, the</div><div>2semi-trucks are coming from the west, California or</div><div>3wherever, and it all kind of bottlenecks at about 75th</div><div>4and doesn't clean up until about past the I-10 truck</div><div>5route, which is about 27th or whatever Avenue, so I can</div><div>6definitely see a need for this, and I'd like to see it</div><div>7happen, just because I'm stuck in my house out in the</div><div>8West Valley and have to commute to the East Valley, so</div><div>9that's all I have to say. Thank you.</div><div>10THE FACILITATOR: Thank you.</div><div>11Wes Lines. Wes Lines.</div><div>12MR. LINES: Hello. Are you ready for me? I</div><div>13don't think I have three minutes' worth of stuff to say,</div><div>14but I just want to come down and put in my two cents'</div><div>15worth. My name is Wes Lines and I live in Laveen, I live</div><div>16at 51st Avenue, and I have seen -- I've lived there since</div><div>172001 and I have seen the traffic along 51st Avenue</div><div>18increase and increase and increase the whole time going</div><div>19south onto the Indian reservation and into the town of</div><div>20Komatke, and the road is completely overburdened and</div><div>21overwhelmed.</div><div>22It's a county farm road, it doesn't have</div><div>23sidewalks or anything like that. That road is being used</div><div>24as a highway for people to go all the way to Tucson. You</div><div>25see people hitchhiking along with signs that say all the</div></div><div>Page 48</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code

Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 2:49 PM
CALLER: ALISE LION	CALLER ADDRESS: 44 W. MONROE STREET, APT. 2805, PHOENIX, AZ
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

I am in favor of the South Mountain Freeway. Thank you.

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div>Victor Liou</div><div>Document Created: 5/20/2013 8:47:16 AM by Web Comment Form</div><div>The Loop 202 South Mountain Corridor plan has been stuck on the drawing board long enough. The money is there, people want it and it should be built as soon as possible. Let alone congestion, travel times will be reduced with this vital link between cities in the Phoenix Metropolitan Area.</div><div>Traffic will get worse between the current links in the next few years, let alone the next 20. There will be protest against building the new corridor, but being a public project, it is expected. At the end of the day, this project's benefits will outweigh the consequences by a lot. The project will be a boost to Arizona's economy and be a first class ticket out of the economic crawl that we have suffered during the crash.</div><div><div>1</div><div>This is an important and vital project to Maricopa County and Arizona, let's get this project done!</div></div></div>

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>MR. LIPPEY: Mario Lippey. 2 So my comment would be I was concerned 3 about -- I'm for the highway. However, where I live, 4 which is the freeway -- the Foothills reserve area, 5 right at the very end of Pecos, that's really close to 6 the mountain. 7 And right now it's very quiet unless there are 8 parties or loud vehicles that go through there. And 9 those small noises bounce off the highway. 10 And with the highway coming so close to that 11 area, my concern is that the noise levels will increase 12 even if they put a barrier up. It will just bounce off 13 the mountain. 14 In addition, the air pollution, again, we're 15 right up against the mountain. The winds usually come 16 from the south to north, anecdotally. I don't have any 17 research. 18 But I'm concerned about the air quality being 19 trapped right where we're located right up against the 20 mountain. And I didn't read everything on the air 21 quality, but those are my two main concerns, the air 22 quality and the noise.</p>

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Code	Issue	Response
1	Noise	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 that may be elevated above the road, and any recommended 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.
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	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
1	<div><div>Allan Lira Rios</div><div>Document Created: 5/21/2013 1:58:12 PM by Web Comment Form</div><div>I agree with the proposed plan because of its impact economically. This plan took in the account of the wildlife and its enviromental impacts and they have made sure that it will not affect the land as much as all the alternatives would have. The only concern I would have would be with its cutting south mountain but the freeway could be used as a channel to increase the amount of people that can enjoy South Mountain Park. The cutting could also increase the trails that the mountain could provide. I believe that this freeway would open up many opportunities to economic development like a hospital and it would impact the Laveen town in a very positive way by bringing in a lot more businesses that will also increase the job opportunities that this community can have. I think this plan will help the Laveen area by making it a lot easier for it to get to things like Central Phoenix and Tempe. Overall I think this is a good plan and I fully put my backing behind this project.</div></div>

Code	Issue	Response
1	Section 4(f) and Section 6(f)	The "channel" would allow people visual, but not physical access to Phoenix South Mountain Park/Preserve. The freeway itself would not result in additional trails because there would be right-of-way fence limiting access to the park from the freeway and there would be no pull-offs for trailheads.

Code	Comment Document
1	<div><div>Nerissa Lisonbee</div><div>Document Created: 5/21/2013 5:18:08 PM by Web Comment Form</div><div>My husband and I are homeowners who live in Laveen at 74th Ave and Baseline. We are also registered voters. We just want it known that we are in favor of the South Mountain Freeway. Voters have continually voted in favor of the freeway being built. Please don't let us down!</div></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div><div><div><div><div></div><div><div><div><div><div></div><div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div></div></div><div><div><div><div><div></div><div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div></div></div><div><div><div><div><div></div><div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div></div></div></div></div><div><div><div><div><div></div><div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div></div></div></div></div><div><div><div><div><div></div><div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div></div></div></div></div><div><div><div><div><div></div><div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div></div></div></div></div><div><div><div><div><div></div><div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div></div></div></div></div><div><div><div><div><div></div><div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div></div></div></div></div> <div><div><div><div><div></div><div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div></div></div></div>

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Code	Comment Document
	<div><div><div>1</div><div>2</div><div>3</div><div>4</div><div>5</div></div><div><div>Greg Loeben</div><div>Document Created: 6/3/2013 2:08:53 PM by Web Comment Form</div><div>I am writing to express my objection to the Loop 202 South Mountain Freeway Project. I understand that the idea of this new project is to relieve traffic congestion, but this is at the expense of the natural environment, Native lands, and air quality. It is my strong belief that better urban planning (e.g., better public transportation, improved pedestrian and cycling infrastructure and increased investment in central Phoenix schools) will encourage Arizonans to move closer to the city. This would improve our communities by decreasing pollution, boosting local business economy (rather than that of large corporate chains, which dominate our suburbs) and creating a healthier, more active community, thus, abrogating the presumed need for this expensive and harmful project. Thank you for your consideration.</div></div></div>

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	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. No Gila River Indian Community or other Native American land is to be used in development of the proposed action.
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	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.
5	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.

Code	Comment Document
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Code	Issue	Response
1	Acquisitions and Relocations	Arizona real estate law requires developers to disclose adverse conditions such as construction of a future freeway in a public document (5 Arizona Administrative Register § 650, R4-28-A1203). Realtors are required to disclose to a potential buyer any information that may affect the property (see Final Environmental Impact Statement page 4-13). Individuals considering potential sale of a property should contact an attorney with any questions regarding their responsibility to disclose information about the proposed South Mountain Freeway.
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	Health Effects	
5	Noise	
6	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).
7	Cultural Resources	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
8	The potential for a hazardous waste accident involving trucks carrying dangerous materials.
9	This highway is nothing more than an alternate truck route costing billions of dollars. Can't we negotiate with GRIC in good faith to move the highway a couple of miles south onto their land if it is truly needed?.
10	I hope that our voice will truly be heard and that serious consideration will be given to our concerns. Sincerely, Ray Lopez
<div>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.</div>	

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

Code Comment Document

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

INCOMING CALL DATE: 05/10/13	INCOMING CALL TIME: 10:08 AM
CALLER: SUSAN LOPP	CALLER ADDRESS: 1619 E. CARTER ROAD, PHOENIX, AZ 85042
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

I would like the South Mountain Freeway to be passed.

1

Code	Issue	Response
1		Comment noted.

Code

Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 6/12/13	INCOMING CALL TIME: 7:11 PM
CALLER: CATHLEEN LOUTS	CALLER ADDRESS: SURPRISE, AZ
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

I whole heartedly support the South Mountain Freeway. Thank you and have a good night. To make traffic easier and for us to get around without being like a New York City environment – the more freeways the better. Thank you, bye.

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
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Code	Comment Document
	<div><div><div><div><div></div><div>From: luke lucarini</div><div>To: Projects</div><div>Subject: No Build 202</div><div>Date: Wednesday, July 24, 2013 7:30:44 PM</div></div></div><div></div><div><div>1</div><div>2</div><div>3</div><div>4</div><div>5</div></div><div><p>This project may have looked good on paper in the early 1980's. Today it is simply not a viable option. The cost alone should justify a No Build Option. The proposed 202 SMF will destroy one of Phoenix's best neighborhoods, desicrate South Mountain, and add more pollution to the Phoenix Metro Area. Add this to the fact that ADOT desires to construct a 'low-budget' freeway, in a state rife with government agency mis-management, this is not a good idea. As a 35 year resident of Arizona I know in depth the magnitude of the entire freeway project, and cannot think of any reason a state agency would advocate such a now ridiculous (like not connecting to the 101 on the west alignment) project only leads one to conclude that where there are billions of dollars to be bid out, graft and corruption rule the day.</p></div></div></div>

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	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	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.
4	Air Quality	
5	Alternatives, W59 Alternative Versus W101 Alternative	

Code	Comment Document
	<div data-bbox="428 443 826 522"> <p> From: Mike Luecker To: Projects Subject: South Mountain Freeway Date: Wednesday, July 24, 2013 10:08:33 PM </p> </div> <hr/> <p>Regarding the Alternatives considered:</p> <p>I attended the public meeting several years ago for the I-10 CD collector roads. As presented during this meeting, traffic projections/delays were significant even with the assumption of the South Mountain Freeway (SMF) as being built.</p> <p>In general terms, both the SMF and I-10 CD roads are multi-billion dollar projects. Based on budget/funding issues/short-falls, it appears that building both is not foreseeable. It would appear reasonable that ADOT determine which project is more beneficial. Unfortunately, I can't find any mention of the I-10 CD collector road project within the SMF EIS. They appear to have been analyzed as independent projects, rather than determining which one would best improve traffic and reduce congestion. As I understand it, ADOT has 'scrapped' the I-10 CD road project (for reasons I'm not sure that have been presented to the public, as follow up to the public meetings that occurred several years ago). ADOT should not be moving forward with SMF just because the EIS/engineering/funding/etc is further along than the I-10 CD project.</p> <p>From my general/cursory viewpoint, which are based on the east valley commute issues at I-10/60/I-17, the I-10 CD roadway project may improve the daily commuter traffic more than the SMF. I further do not see how the SMF will 'relieve' I-10 commuter traffic in the west valley. ADOT seems to agree with this, based on the planned/future 'I-10 Reliever project in the west valley'. I understand that SMF will complete the freeway system that has been previously planned and also reduce truck traffic within the Phx Metro interior freeway system (since SMF would serve as a truck by pass). However, if SR 85 is improved to (near) interstate standards, along with SR 303, this would eventually serve as a more effective truck bypass, the I-10 CD road project may serve as a better alternative to the SMF.</p> <p>Therefore, if I-10 CD (east valley) and I-10 reliever (west valley) improve commuter traffic (as compared to SMF) and other future improvements (SR 85/303 and possibly future I-11) improve truck bypass (as compared to SMF), then why is SMF taking priority over these other projects, other than to 'complete the freeway system'?</p> <p>REQUEST FOR ADDITIONAL INFORMATION & ALTERNATIVE ANALYSIS IN SMF EIS: At minimum, ADOT should explain why I-10 CD roadway project was shelved and SMF has moved forward (based on technical/traffic analyses and comparisons). In addition, I would request that the SMF evaluate the I-10 CD and I-10 Reliever projects as an alternative, which includes a life-cycle cost-benefit comparison.</p>

Code	Issue	Response
1	Alternatives	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> 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. The determination of purpose and need for the proposed project included 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). Even with these planned improvements to Interstate 10, the proposed project remains a vital component of the Regional Freeway and Highway System. In 2012, the Maricopa Association of Governments and Arizona Department of Transportation decided to cancel the ongoing Interstate 10 Corridor Improvement Study. The Maricopa Association of Governments, in coordination with Arizona Department of Transportation, recently completed the Southeast Corridor Major Investment Study (see <azmag.gov/Projects/>) and developed new multimodal concepts for addressing transportation issues in the Interstate 10 corridor. The Arizona Department of Transportation and Maricopa Association of Governments plan to initiate a new study to identify multimodal improvements in the Interstate 10 and Interstate 17 corridors (also referred to as the “Spine”).
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	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
	Mike Luecker

Code	Issue	Response

Code	Comment Document
1	<div><p>From: Projects To: ADOT Subject: FW: I Support the South Mountain Freeway Date: Friday, May 17, 2013 8:49:44 AM</p><hr/></div> <div><p>-----Original Message----- From: l.lujan@cox.net [mailto:l.lujan@cox.net] Sent: Friday, May 17, 2013 8:47 AM To: Projects Subject: I Support the South Mountain Freeway</p><p>I support the South Mountain Freeway. I support the 59th St. alignment. I support building it as soon as possible.</p><p>I live in Laveen and have heard people from Ahwatukee discuss not wanting "those people" in their neighborhood. I am very disappointed in that perspective. The freeway will provide access, reduce congestion in other parts of Phoenix and finally connect the east and west valley from the south. I am in support.</p><p>Thank you, Linda Lujan</p><hr/></div> <div><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><p>.</p></div>

Code	Issue	Response
1		Comment noted.

Code

Comment Document

1

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/20/13	INCOMING CALL TIME: 2:29 PM
CALLER: PATRICIA LUND	CALLER ADDRESS: 6533 N. 7 TH AVE. #5, PHOENIX, ARIZONA 85013
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:
Yes, this is a message, I do support the freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	5002
1	1 MR. MACEWEN: All right. My name is Gary
	2 MacEwen and I'm a resident of the Foothills and I had
	3 a chance to review the draft environmental impact
	4 study, and there were several issues that I had with
	5 the study, but I really just want to talk about a
	6 couple of the main ones that I had. First, the
	7 configuration of I-10 as it enters and leaves Phoenix
	8 allows for the preferred location of the South
	9 Mountain Freeway to act as a convenient bypass for
	10 any traffic having no business in Phoenix, just
	11 passing through. This I think will result in a
	12 significant volume of passthrough traffic using the
	13 South Mountain Freeway right from the very beginning
	14 when it opens and then only getting worse from there.
2	15 I think the result of that will be a
	16 significant negative impact on the quality of life
	17 for residents along the freeway. And of particular
	18 concern to me is the use of the Pecos alignment for
	19 the E1 alternative as described in the report which
3	20 in my opinion doesn't sound like it's being
	21 considered as an alternative at all. It really
	22 sounds like it's an imperative.
4	23 You know, there's the no build option,
	24 but that's the way it's put in the report. It's
	25 really not considered an option in my -- the way I
	Page 14
	Driver and Nix Court Reporters - (602) 266-6525
	www.drivernix.com

Code	Issue	Response
1	Purpose and Need, Truck Bypass	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <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, 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	Alternatives, No-Action (No-Build) Alternative	

Code	Comment Document
5 6 78 9 10 1 11 12	<div><p>1 read the report. The freeway and then the</p><p>2 anticipated volume of traffic that goes with that may</p><p>3 be a benefit to the metropolitan area as a whole, but</p><p>4 I think it will be an excessive burden on residents</p><p>5 of Ahwatukee Foothills. The accompanying noise, the</p><p>6 air quality effects, the visual impacts, the</p><p>7 significant negative impact on anyone living within</p><p>8 miles of the freeway, not to mention the detrimental</p><p>9 effects on property values in the area.</p><p>10 The suggestion of a wall as a noise</p><p>11 barrier to me is offensive and unacceptable. So I</p><p>12 think this bypass issue has been greatly downplayed</p><p>13 in the draft environmental impact study, and I don't</p><p>14 see any convincing argument that this freeway will</p><p>15 not be used, as I've tried to describe, as a bypass.</p><p>16 Second, I'm not convinced that ADOT has</p><p>17 done everything within its power to find a way to</p><p>18 locate the freeway, at least part of the freeway, on</p><p>19 so-called community lands. Therefore, I think ADOT</p><p>20 must throw out the E1 alternative. And if it</p><p>21 believes that there is no other alternative to</p><p>22 building the freeway, the South Mountain Freeway,</p><p>23 that it's got to go back to the community and try a</p><p>24 little harder to find a way to locate the freeway a</p><p>25 little farther to the south. That's all I have.</p></div> <div>Page 15</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response
5	Purpose and Need, Lack of Support	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
6	Noise	
7	Air Quality	
8	Visual Resources	Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-169 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.
9	Economics, Socioeconomics	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138–47; “Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor”). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
10	Noise	Noise barriers are designed to provide a substantial reduction in noise levels along freeways, but do not and cannot eliminate noise from passing into nearby neighborhoods. Just because noise can be heard does not mean that noise barriers are ineffective. Even at the levels considered “acceptable” by the Arizona Department of Transportation Noise Abatement Policy and Federal Highway Administration regulations, noise is still readily audible and can be heard for some distance from the freeway.
11	Alternatives, Gila River Indian Community Alignment	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document

Code	Issue	Response
12	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

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

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

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

My comments:

1. I do not believe that it belongs on the Pecos Rd alignment alongside residential Ahwatukee and through South Mountain and South Mountain Park.
2. I do not believe that 59th Avenue is the appropriate connection to I-10 on the west side. Possibly faulty modeling aside, it appears to inject tremendous traffic into a high congested point on I-10.

My thoughts on a solution:

1. I believe the ideal connection is Riggs Rd to I10-101 in Glendale.
2. Lacking that, alternatives should be I10 Pecos, then run SOUTH of Pecos and around South Mountain, then to I10-101 Glendale.
3. Lacking that...AZ85 is your truck bypass, but then you lose southern east-west connectivity within the metro Phoenix area.

Bottom line...NO to the Pecos Road alignment.

Regards, Bill Mager

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

Code	Issue	Response
1	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	Alternatives, E1 Alternative	
3	Neighborhoods/Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
4	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Alternatives, W59 Alternative Versus W101 Alternative	
6	Design	
7	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>

(Responses continue on next page)

Code	Comment Document

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

Code	Comment Document
	<div><div><div><div><div></div><div>From: Sierra Club on behalf of Omid Mahdavi</div><div>To: Projects</div><div>Subject: Oppose South Mountain Freeway</div><div>Date: Monday, May 27, 2013 11:43:56 AM</div></div></div><div></div></div></div>
	<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>In these hard financial tiimes please focus tax payer money on maintenance of current infrastructure around the state.</p> <p>The freeway would negatively affect the environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more.</p> <p>The freeway will also exacerbate urban spread and further burden Arizona's taxpayers by having more infrastructure to maintain while the long term economic outlook remains cloudy.</p> <p>Please select the No Action Alternative.</p> <p>Thank you.</p> <p>Sincerely,</p> <p>Mr. Omid Mahdavi 5257 N Via La Doncella Tucson, AZ 85750-7074</p>
1	
2	
3	
4	
5	
6	

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	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.
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	Biology, Plants, and Wildlife	
5	Secondary and Cumulative	Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.
6	Purpose and Need	The worldwide recession that began in late 2007 generated a substantial downturn in growth rates for new housing and employment across the United States. Arizona particularly suffered the effects of this recession because, beginning in the early 2000s, Arizona in general and Maricopa County specifically experienced some of the fastest population, housing, and employment growth rates in the country. Because the need for the proposed freeway is predicated in part on projected growth, one might conclude the recession reduced that need. An economic downturn associated with a given recession is, however, generally considered a short-term phenomenon with respect to the longer-term planning horizon established for the proposed freeway. Socioeconomic indicators have steadily and consistently increased in the region since the early 1900s. The critical factors underlying these indicators remain unchanged. (See the sidebar on Final Environmental Impact Statement page 1-11.)

Code

Comment Document

1

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 6/13/13	INCOMING CALL TIME: 6:57 PM
CALLER BRIAN & KELLY MALONE	CALLER ADDRESS: 13422 W. HYACINTH DRIVE, SUN CITY WEST, ARIZONA 85375
PHONE: 623-546-3938	EMAIL:
CALLER REMARKS/QUESTIONS: We are both in favor of the 202 extension. Thank you very much, please get it done. Thanks bye bye.	

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div><p>From: Projects To: ADOT Subject: FW: Finish the 202 south of South Mountain Date: Monday, May 20, 2013 8:36:30 AM</p><hr/><p>-----Original Message----- From: Bets [mailto:happybets@manera-inc.com] Sent: Friday, May 17, 2013 9:01 PM To: Projects Subject: Finish the 202 south of South Mountain</p><p>Elizabeth Manera</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><p>.</p></div>


Code	Issue	Response
1		Comment noted.

Code	Comment Document								
<div><div>1</div><div><div><div><div>TELEPHONE CONVERSATION RECORD</div><div>SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div></div><table><tr><td>INCOMING CALL DATE: 05/9/13</td><td>INCOMING CALL TIME: 12:38 PM</td></tr><tr><td>CALLER: DAVID MANLEY</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE: 602-741-2686</td><td>EMAIL:</td></tr><tr><td colspan="2"><div><div>CALLER REMARKS/QUESTIONS:</div><div>I support the planning and construction of the South Mountain Freeway.</div></div></td></tr></table></div></div></div>		INCOMING CALL DATE: 05/9/13	INCOMING CALL TIME: 12:38 PM	CALLER: DAVID MANLEY	CALLER ADDRESS:	PHONE: 602-741-2686	EMAIL:	<div><div>CALLER REMARKS/QUESTIONS:</div><div>I support the planning and construction of the South Mountain Freeway.</div></div>	
INCOMING CALL DATE: 05/9/13	INCOMING CALL TIME: 12:38 PM								
CALLER: DAVID MANLEY	CALLER ADDRESS:								
PHONE: 602-741-2686	EMAIL:								
<div><div>CALLER REMARKS/QUESTIONS:</div><div>I support the planning and construction of the South Mountain Freeway.</div></div>									

Code	Issue	Response
1		Comment noted.

Code	Comment Document								
<div><div>1</div><div><div><div><div>TELEPHONE CONVERSATION RECORD</div><div>SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div></div><table><tr><td>INCOMING CALL DATE: 5/18/13</td><td>INCOMING CALL TIME: 3:52 PM</td></tr><tr><td>CALLER: DAVID MANLEY</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE: 602-300-9585</td><td>EMAIL:</td></tr><tr><td colspan="2"><div><div>CALLER REMARKS/QUESTIONS:</div><div>I support the building of the South Mountain Freeway. Bye.</div></div></td></tr></table></div></div></div>		INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 3:52 PM	CALLER: DAVID MANLEY	CALLER ADDRESS:	PHONE: 602-300-9585	EMAIL:	<div><div>CALLER REMARKS/QUESTIONS:</div><div>I support the building of the South Mountain Freeway. Bye.</div></div>	
INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 3:52 PM								
CALLER: DAVID MANLEY	CALLER ADDRESS:								
PHONE: 602-300-9585	EMAIL:								
<div><div>CALLER REMARKS/QUESTIONS:</div><div>I support the building of the South Mountain Freeway. Bye.</div></div>									

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div><div>LOOP 202</div><div>South Mountain</div><div>Freeway Study</div></div><div>2013</div></div><div><div>Draft Environmental Impact Statement</div><div>COMMENT FORM</div></div><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><div><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><div><p>Comments must be received or postmarked by July 24, 2013.</p><p>Great information Thorough analysis Excellent video presentation Knowledgeable staff answered all my questions Would love to see it built.</p><div><p>Optional</p><p>Name <u>David Marcus</u> Email _____</p><p>Address _____</p><p>City _____ State _____ Zip _____</p><p>Phone _____ Fax _____</p></div><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><div><div>ADOT</div><div></div></div><div>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</div></div></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div></div><div><div>1196, and the need is very prevalent. Especially when</div><div>I-10 happens to be closed, it's a zoo getting out of</div><div>Ahwatukee into the Phoenix area. Other times, even going</div><div>to the west side takes forever. This freeway really</div><div>would help out the whole situation.</div><div>I've lived near a freeway in Tempe as I was</div><div>growing up, I didn't grow an extra arm or anything like</div><div>that, so freeways are okay. I don't believe that putting</div><div>it on the Gila River Indian Reservation should be</div><div>explored any further. The routes have been there for</div><div>years; people who bought houses in the path should have</div><div>done their homework. And it's a need -- it's a</div><div>necessity. It's not even a need; it's a necessity in</div><div>that area, and it needs to be built today. That's all</div><div>I've got.</div><div>* * *</div><div>MR. NORRIS: I'm in favor of building.</div><div>I've worked for the City of Phoenix for almost 20 years,</div><div>retired. But I watched this project and I hope that it</div><div>still will be -- should have been constructed 20 years</div><div>ago. Congestion around the Broadway Curve is a major</div><div>problem getting back and forth from the East Valley.</div><div>This would take off major trucks and people that don't</div><div>need to go through Central Phoenix. They would have an</div><div>alternative to go around, get off on Pecos, and then get</div></div></div> <div><div>Page 4</div><div>Driver and Nix Court Reporters - (602) 266-6525</div><div>www.drivernix.com</div></div>

Code	Issue	Response

Code

Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 7:49 PM
CALLER: JACKIE MARIQUE	CALLER ADDRESS: 7311 S. 21 ST DRIVE, LAVEEN, AZ 85041
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

I just wanted to voice that I'm for the freeway. I would like to see it come up through Laveen and connect to the I-10 and would like for this project to continue. Thank you.

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div data-bbox="428 441 826 520"><p>From: Projects To: ADOT Subject: FW: South Mountain Freeway Date: Wednesday, May 15, 2013 12:36:55 PM</p><hr/></div> <div data-bbox="428 622 867 707"><p>From: Alice Maro [mailto:amaro@graphicideals.com] Sent: Wednesday, May 15, 2013 12:32 PM To: Projects Subject: South Mountain Freeway</p></div> <div data-bbox="198 725 320 846"><div>1</div><div>2</div><div>3</div><div>4</div></div> <div data-bbox="428 739 1280 846"><p>This road has been postponed for so long-please do not let ruin the housing along Pecos and at the end of Pecos Rd- If possible please build it on the reservation so that families, schools, business and a church will need to relocate.</p><hr/></div> <div data-bbox="428 917 1289 977"><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></div>

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.
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

1

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

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

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div>RECEIVED</div> <div>JUN 17 2013</div> <div>AZ Dept of Transportation Director's Office</div> <div>June 11, 2013</div> <div>Arizona Department of Transportation Administration Building 206 S 17th Ave Phoenix AZ 85007</div> <div>RE: Proposed South Mountain Freeway</div> <div>To Whom It May Concern:</div> <div><div>123</div><div>45</div><div>67</div><div>I'm writing today to express my adamant protest of the proposed South Mountain Freeway. Not only would this proposed Freeway bring an enormous amount of air and noise pollution to the Community of Ahwatukee and it's residents, it would also bring the possibility of hazardous waste accidents, mammoth congestion for local traffic, and ruin the appearance and value of my property.</div><div>In addition, the impact of the proposed South Mountain Freeway is environmentally unjust and disproportionately high to the 70,000 or so residences of the Ahwatukee and Gila River Indian Community populations.</div><div>Again, please accept this letter as my formal protest of this proposed freeway.</div><div>Sincerely, Kelli Marshall 14261 S Cholla Canyon Dr Phoenix AZ 85044-6196</div></div>

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	Hazardous Materials	
4	Traffic	In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system. The City study found no adverse effects on the local street system from the freeway (see Appendix 3-1).
5	Economics, Socioeconomics	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138–47; “Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor”). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
6	Neighborhoods/Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
7	Environmental Justice/Lifestyle	The Arizona Department of Transportation and Federal Highway Administration have engaged all population segments to ensure access to the environmental impact statement process. Assisted by this involvement, analytical results indicate the proposed action would provide net benefits to all populations in the Study Area in general by reducing traffic congestion, enhancing accessibility, and supporting local economic development plans.

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

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div><div><div>LOOP 202</div><div>South Mountain</div><div>Freeway Study</div></div><div>2013</div></div><div><div>Draft Environmental Impact Statement</div><div>COMMENT FORM</div></div></div><div><div><div>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</div><div>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.</div><div>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</div></div><div><div>It is helpful to ADOT to receive comments on:</div><div><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></div></div><div><div>Comments must be received or postmarked by July 24, 2013.</div><div><div><div>1</div><div>The construction community is here to help preserve the environment just like everyone else. We feel the impact is minimal compared to the benefits this highway will provide, less traffic in the middle of phoenix, added art moments along the highway and keeping the areas around the highway clean and being involved in the community.</div></div><div><div>Optional</div><div><div>Name <u>DEAN MARTIN</u> Email _____</div><div>Address _____</div><div>City _____ State _____ Zip _____</div><div>Phone _____ Fax _____</div></div></div><div><div>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</div><div><div>ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)</div><div><div><div>ADOT</div><div>U.S. Department of Transportation Federal Highway Administration</div></div><div>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</div></div></div></div></div></div></div>

Code	Issue	Response
1		Comment noted.

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

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

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/17/13	INCOMING CALL TIME: 11:04 AM
CALLER: REVEREND DR. JAMILVIA MARTIN	CALLER ADDRESS: 334 [UNCLEAR] MONTE WAY, PHOENIX, AZ 85042
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

I am in support of the freeway for South Mountain area. It would help the community greatly.

1

Code	Issue	Response
1		Comment noted.

Code

Comment Document

From:

To:

Subject:

Date:

Attachments:

Projects

ADOT

FW: South Mountain Freeway Comments

Monday, July 15, 2013 8:04:38 AM

image001.png

Thank you,

Matthew Eberhart

Community Relations Officer

1655 W Jackson St. MD 126F

Phoenix, AZ 85007

602-712-2060

azdot.gov

ADOT

Communications

From:

Sent:

To:

Subject:

stephanie.y.martin@gmail.com [mailto:stephanie.y.martin@gmail.com]

Saturday, July 13, 2013 7:48 PM

Projects

South Mountain Freeway Comments

On Behalf Of

Stephanie Martin

Dear Sir/Madam:

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

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

Specific concerns with the DEIS:

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

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	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	
5	Health Effects	
6	Purpose and Need, Truck Bypass	
7	Alternatives	The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Final Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.
8	Alternatives	A Riggs Road Alternative was considered. It would replace 51st Avenue south of its connection to Interstate 10 (Papago Freeway) for approximately 21 miles. It would then replace approximately 4 miles of Beltline Road in an easterly direction. At the Riggs Road/State Route 347 intersection, the alternative would replace approximately 3 miles of Riggs Road before connecting to Interstate 10 (Maricopa Freeway) (see Final Environmental Impact Statement page 3-9). While the Riggs Road Alternative would serve regional mobility needs, particularly of those living in the Maricopa area, meeting this travel demand would not address specific planning goals for an integrated regional transportation network. The <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.

(Response 8 continues on next page)

Code	Comment Document
11 12	<p>include comments and analysis regarding the fact that South Mountain itself (and other local topography) creates a significant barrier to dispersal of PM2.5 and PM10 particulates. The analysis also appears to not significantly address the issue of increased truck traffic along this route due to the fact that it will act primarily as a bypass to downtown Phoenix. Assumptions made regarding truck traffic fail to address the significant amount of international traffic whose emissions are not regulated by the US government. The hotspot analysis also fails to include evaluation of local meteorology, climate and seasonal data - specifically issues with atmospheric inversions and prevailing wind in combination with local topography that may restrict PM2.5 and PM10 particulate dispersal. The provided analysis within the DEIS also does not appear to include analysis with regards to re-entrained road dust as required for all PM10 hot-spot analyses.</p> <p>2) No PM2.5 analysis was provided - while the region may not yet be classified as being in non-attainment, it is likely that Phoenix is in non-attainment for PM2.5. While the qualitative analysis was not required per the letter of the law, it should be done to be in compliance with the spirit and intent of the law.</p> <p>3) Within the qualitative analysis for PM10, the DEIS indicates "four service traffic interchanges were identified for review..." Including one along Desert Foothills Parkway - however no data or summary could be found for this analysis at this location within the document.</p> <p>4) Within the hotspot analysis some numbers and estimated percentages for heavy trucks provided at 2-7%. It is not clear how this assumption was derived, nor does it take into account % of vehicles that may not be federally regulated as they may be coming from across the border where emissions restrictions are not as stringent. The analysis further concludes that "under the 2035 action scenario, the percentage of trucks would remain at the 2020 level..." It is not clear how this assumption is valid and further detail on how these numbers were derived would be appreciated.</p> <p>5) "The transportation conformity rule also requires that the analysis consider the year of expected peak emissions from the project" - it is not explained within the document how the peak is determined and what assumptions are made in identifying the year of expected peak emissions.</p> <p>6) Data provided is dated, and argues that most of the exceedances were caused by high-wind exceptional events - more recent data is available and should be utilized. Phoenix has significantly changed since 2009, the year whose data was used to draw conclusions in this analysis. Why not use all available data and demonstrate that it is repeatable year after year? The analysis further carries on to make claims that "Fugitive dust sources are the largest contributors to ambient concentrations of PM10; Deisel exhaust is not a major contributor to ambient concentrations of PM10; and The proposed improvements would reduce travel time and congestion on the freeways and arterial streets in the area, thereby reducing exhaust emissions of PM10" None of these claims are supported with data referenced. Not only that, but the last claim regarding proposed improvements reducing travel time and congestion merely presumes that congestion may be reduced in some regions - however the traffic has to go somewhere, so it will increase in other areas. This claim also does not appear to take into account population growth in the area, which will further increase overall traffic. If the South Mountain Freeway is expected to reduce traffic around the Broadway Curve, the claim is nonsensical - Studies of traffic from Ahwatukee and points south that contribute to the</p>
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Code	Issue	Response
8 (cont.)		In addition, nearly two-thirds of any alternative using Riggs Road would be on Gila River Indian Community land. Tribal sovereignty is based in the inherent authority of Native American tribes to govern themselves. While this notion of sovereignty is manifested in many areas, generally Native American land is held in trust by the United States. Native American communities have the authority to regulate land uses and activities on their lands. States have very limited authority over activities within tribal land (see page 2-1 of the Final Environmental Impact Statement). From a practical standpoint, this means that the Arizona Department of Transportation and Federal Highway Administration do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or condemn tribal land for public benefit through an eminent domain process.
9	Air Quality	Emissions from road dust and additional sources were considered in the quantitative project-level particulate matter (PM ₁₀) hot-spot analysis prepared for the proposed project. The results of the analysis are summarized in the prologue to the Final Environmental Impact Statement (page xiii) and are more fully described beginning on page 4-68 of the Final Environmental Impact Statement. The carbon monoxide and particulate matter (PM ₁₀) analyses demonstrated that the proposed freeway would not contribute to any new localized violations, increase the frequency or severity of any existing violation, or delay timely attainment of the National Ambient Air Quality Standards or any required interim emissions reductions or other milestones.
10	Air Quality	A particulate matter (PM _{2.5}) analysis is not required since the area is in attainment for the particulate matter (PM _{2.5}) National Ambient Air Quality Standard.
11	Air Quality	According to the Arizona Department of Transportation, 2013, <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.
12	Air Quality	Diesel exhaust from trucks is not a major contributor to concentrations of particulate matter (PM ₁₀) in this area. Dust is the largest contributor in Maricopa County. Review of particulate matter (PM ₁₀) data collected by the Maricopa County Air Quality Department suggests that locations adjacent to industrial, mining, or agricultural areas generally have the highest concentrations (see Final Environmental Impact Statement page 4-72). Locations adjacent to freeways typically have particulate matter (PM ₁₀) concentrations within standards.

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


Code	Issue	Response
13	Air Quality	Although a qualitative analysis of particulate matter (PM ₁₀) was presented in the Draft Environmental Impact Statement, a quantitative project-level particulate matter (PM ₁₀) hot-spot analysis is included in the Final Environmental Impact Statement. The results of the air quality updates are summarized in the prologue to the Final Environmental Impact Statement (page xiii) and are more fully described beginning on page 4-68 of the Final Environmental Impact Statement. The carbon monoxide and particulate matter (PM ₁₀) analyses demonstrated that the proposed freeway would not contribute to any new localized violations, increase the frequency or severity of any existing violation, or delay timely attainment of the National Ambient Air Quality Standards or any required interim emissions reductions or other milestones.
14	Traffic	The Maricopa Association of Governments regional travel demand model forecasts approximately 10 percent truck traffic on the proposed freeway in 2035 (see Final Environmental impact Statement pages 3-64 and 4-72). The forecast truck traffic is based on existing traffic studies and projected socioeconomic data. This percentage is similar to current traffic conditions on Interstate 10 between State Route 101L and Interstate 17 and on US 60. Commercial trucks would use the proposed freeway. As with all other freeways in the region, trucks would use it for the through transport of freight, for transport to and from distribution centers, and for transport to support local commerce. Nevertheless, the primary users of the proposed freeway would be automobiles. Vehicle classification counts (2007) from the Arizona Department of Transportation for Maricopa County show passenger vehicles and other nontruck vehicles make up over 90 percent of all traffic on the regional freeway system, and it is expected these percentages would not vary with the proposed freeway. Further, it is not expected that the entire 21 percent of through truck traffic (by tonnage) using Interstate 10 would divert from Interstate 10 to use the proposed freeway (see Final Environmental Impact Statement page 3-64). Trucking destinations in the Phoenix metropolitan area would still prompt trucks to enter congested areas. Choosing to travel on the proposed freeway versus Interstate 10 would not produce substantial travel time benefits. Therefore, it is expected that “true” through truck traffic (not having to stop in the metropolitan area) would continue to use the faster, designated, and posted bypass system of Interstate 8 and State Route 85.
15	Trucks	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
16	Air Quality	As noted on page 4-76 of the Final Environmental Impact Statement, the year of highest particulate matter (PM ₁₀) emissions is expected to be the year of highest vehicle miles traveled, 2035. According to the Maricopa Association of Governments <i>2012 Five Percent Plan for Attainment of the PM-10 Standard</i> for the Maricopa County Nonattainment Area, the largest single source category is paved road dust, including track-out, at 20 percent. By contrast, on-road mobile vehicle exhaust, tire wear, and brake wear contribute 6 percent. The relative contribution of these emissions is expected to represent about the same contribution in the future; therefore, the highest projected vehicle miles traveled occur in the design year, 2035. The analysis year(s) was determined through the process established by the Arizona Department of Transportation interagency consultation procedures [40 Code of Federal Regulations § 93.105(c)(1)(i)]. The selection of 2035 as the peak year of emissions is appropriate.

Code	Comment Document
225	<p>recreationalists. In addition, the Ahwatukee Foothills was not designed to be compatible with an adjacent freeway to the south - if there were any hazardous spills (especially those that may result in a gaseous or airborne particulate plume) along this stretch of freeway, the local surface streets do not enable swift evacuation of the area.</p> <p>I am submitting these comments in opposition to the freeway, and am also requesting further analysis and clarification of the data as required around the effects on the Air Quality as a result of this project.</p> <p>Respectfully Submitted,</p> <p>Stephanie Martin 16423 S 4th St Phoenix, AZ 85048</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
17	Air Quality	The project team strove to use the latest data wherever available. When new data became available, they were incorporated into the analyses. For example, the air quality assessment for impacts from carbon monoxide followed the U.S. Environmental Protection Agency guidelines in <i>Guideline for Modeling Carbon Monoxide from Roadway Intersections</i> (A-OAQPS, 1992). Inputs to the model were based on U.S. Environmental Protection Agency-recommended values or were selected to provide a conservative estimate of impacts. Modeling methodology and results was reviewed by the Federal Highway Administration, Arizona Department of Transportation, and Maricopa Association of Governments.
18	Purpose and Need	<p>Dispersing congested traffic to freeways that provide improved levels of service translates into improved fuel economy, faster travel times, and decreased air pollution.</p> <p>Even though the region’s freeways are now congested and operate poorly, conditions in 2035 would be substantially worse (see Draft Environmental Impact Statement pages 1-21 and 1-22). By 2035, east- and westbound motorists on Interstate 10 between State Route 101L (Agua Fria Freeway) and State Route 202L (Santan Freeway) are expected to experience stop-and-go driving for over 3 hours every day. This is for a distance of nearly 30 miles. A new freeway in the Study Area would distribute commuters over an additional freeway facility. As a result, the duration of stop-and-go traffic on the region’s freeways would be reduced.</p>
19	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 projecty (see Draft Environmental Impact Statement page 3-27). Traffic projections are regularly updated by the Maricopa Association of Governments. The traffic projections in the Draft Environmental Impact Statement are from a model adopted in 2011.</p> <p>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 the Maricopa Association of Governments members, along with population and economic forecasts and the existing and planned transportation infrastructure as identified by the Maricopa Association of Governments members• the anticipated average number of vehicle trips within the region (including those to and from the region’s households) on a daily basis (this number is tracked regularly by the Maricopa Association of Governments)• the distribution of transportation modes used by travelers in the Maricopa Association of Governments region (also tracked regularly by the Maricopa Association of Governments)• the capacity of the transportation infrastructure to accommodate regional travel• the future transportation infrastructure established using <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>In June 2013, the Maricopa Association of Governments approved new socioeconomic projections for Maricopa County. The purpose and need and analysis of alternatives were updated and reevaluated using these new socioeconomic projections and corresponding projections related to regional traffic. The conclusions reached in the Draft Environmental Impact Statement were validated in the Final Environmental Impact Statement (see Chapter 3, <i>Alternatives</i>).</p>

Code	Comment	Document

Code	Issue	Response
20	Purpose and Need	The travel time comparison shown in Figure 3-17 on page 3-34 of the Draft Environmental Impact Statement included a trip from Ahwatukee Foothills Village to Downtown Phoenix using Interstate 10, not the proposed freeway. This trip would take 5 or 6 minutes less with the proposed freeway in place when compared with conditions without the proposed freeway.
21	Purpose and Need	An analysis of the origins and destinations of projected freeway users is presented in Figure 3-18, on page 3-36 of the Final Environmental Impact Statement. Freeway users are defined as those motorists who pass through the bend of the freeway (around the South Mountains). So, this does not count motorists in Laveen Village who go to Interstate 10 (Papago Freeway) and motorists in Ahwatukee Foothills Village who go to Interstate 10 (Maricopa Freeway). The results of the origin-destination analysis show that 73 percent of the traffic going around the South Mountains has origins or destinations in the area within or around the Study Area and supports the conclusion that the proposed action would serve east-west mobility consistent with commuting movements.
22	Air Quality	The data presented were based on the U.S. Environmental Protection Agency's MOBILE6 national defaults, including the national default vehicle fleet mix and U.S. Environmental Protection Agency's fuel control programs.
23	Air Quality	All national emission and dispersion models are validated before general use. However, models may certainly over- or under-predict depending on many factors. More importantly, however, is that there are many sources of mobile source air toxics other than mobile sources. As noted on page 4-72 of the Final Environmental Impact Statement, emissions from on-road sources are the largest contributors (by weight) of only two of the seven priority mobile source air toxics. As a result, levels of mobile source air toxics near roadways are often determined by these other sources.
24	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
25	Hazardous Materials	

Code	Comment Document
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From: Todd [mailto:todds_hiking_guide@yahoo.com]

Sent: Monday, July 15, 2013 1:44 PM

To: Projects

Subject: Public Comments: Loop 202 Draft EIS

Please see the attached document.

Thank you,

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

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Code	Issue	Response

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Comment Document

July 15, 2013

South Mountain Study Team

Arizona Department of Transportation

1655 West Jackson Street, MD 126F

Phoenix, Arizona 85007

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

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

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

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

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

1

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

2

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

3

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

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

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

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

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

Code	Issue	Response
1	Air Quality	Although a qualitative analysis of particulate matter (PM ₁₀) was presented in the Draft Environmental Impact Statement, a quantitative project-level particulate matter (PM ₁₀) hot-spot analysis is included in the Final Environmental Impact Statement. The results of the air quality updates are summarized in the prologue to the Final Environmental Impact Statement (page xiii) and are more fully described beginning on page 4-68 of the Final Environmental Impact Statement. The carbon monoxide and particulate matter (PM ₁₀) analyses demonstrated that the proposed freeway would not contribute to any new localized violations, increase the frequency or severity of any existing violation, or delay timely attainment of the National Ambient Air Quality Standards or any required interim emissions reductions or other milestones.
2	Air Quality	Data from various Maricopa County Air Quality Department monitoring sites were used in the air quality analyses. Siting, operation, and recording information from monitoring sites are the responsibility of the Maricopa County Air Quality Department. See <maricopa.gov/aq/>. The monitoring information used in the air quality analyses is discussed in greater detail in the air quality technical report prepared for the project which is available on the project Web site at <azdot.gov/southmountainfreeway>. The results of the analyses are summarized in the Final Environmental Impact Statement. According to Environmental Protection Agency guidance, new monitors are not necessary to analyze air quality impacts.
3	Air Quality	A particulate matter (PM _{2.5}) analysis is not required since the area is in attainment for the particulate matter (PM _{2.5}) National Ambient Air Quality Standard.

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Comment Document

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

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

And concludes:
The sites near freeways typically have ambient concentrations below the NAAQS.

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

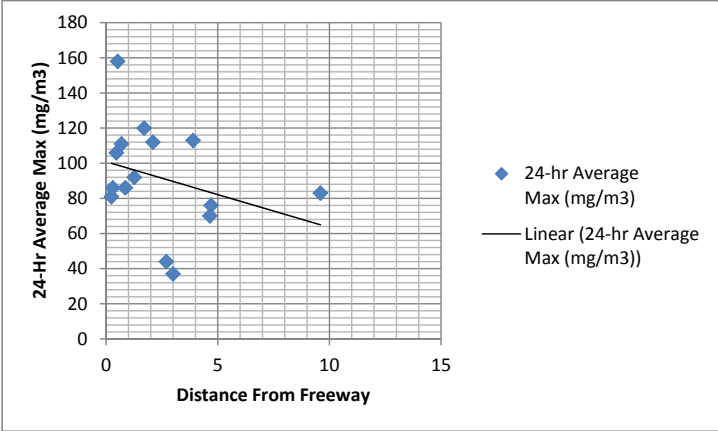
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Code	Comment Document					
PM10 Monitoring Locations, Results, and Nearby Road Characteristics, 2011						
Site Name (Location)	Maximum 24-Hour PM10 Value (ug/m3)	2nd Maximum 24-Hour PM10 Value (ug/m3)	Number of Exceedances of PM10 Standard	Annual Average (ug/m3)	Nearest Freeway	Distance from Freeway
Urban locations near freeways (<¼ mile)						
Central Phoenix (16th Street/Roosevelt)	308	307	8	39.5	I-10 SR 51 SR 202L	¼ mile ¾ mile ¾ mile
Greenwood (27th Avenue/I-10)	388	254	7	42.2	I-10 I-17	200 feet ½ mile
Urban locations distant from freeways (>½ mile)						
Durango Complex (27th Avenue/Durango Street)	436	277	8	48	I-17	¾ mile
West 43rd Avenue (43rd Avenue/Broadway Road)	396	292	7	47.9	I-17	2½ miles
Rural Locations						
Buckeye (Highway 85/Maricopa County 85)	385	296	9	43.7	I-10	4 miles
The data above is more typical monitor data and shows higher concentrations near freeways.						
Comment: The draft EIS states “The sites near freeways typically have ambient concentrations below the NAAQS.” Of the monitors closest to the freeway, the 2009 data shows several NAAQS exceedances:						
Site Name (Location)	2009 Number of Exceedances of PM10 Standard					
Locations near freeways (<1 mile)						
Mesa	0					
North Phoenix	0					
Durango Complex	3					
Dysart	1					
Central Phoenix (16th Street/Roosevelt)	0					
Greenwood (27th Avenue/I-10)	1					
West Phoenix	1					
More than half the monitors located less than a mile from a freeway exceeded the NAAQS PM10 standard in 2009. These exceedances appear to be “typical” given that more exceeded than did not.						

Code	Issue	Response

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	<p>Comment: In addition to the above, plotting the 24-hr average maximum values of the various monitors vs distance from a freeway yields a strong positive correlation between distance an PM10 concentration (2010 data). The freeway would be expected to increase local PM10 concentrations.</p> <div><table><thead><tr><th>Site Name</th><th>24-hr Average Max (mg/m3) 2010 Data</th></tr></thead><tbody><tr><td>Buckeye</td><td>113</td></tr><tr><td>Central Phoenix (continuous)</td><td>106</td></tr><tr><td>Durango Complex</td><td>111</td></tr><tr><td>Dysart (continuous)</td><td>81</td></tr><tr><td>Glendale (continuous)</td><td>92</td></tr><tr><td>Greenwood</td><td>158</td></tr><tr><td>Higley (continuous)</td><td>83</td></tr><tr><td>Mesa</td><td>86</td></tr><tr><td>North Phoenix</td><td>44</td></tr><tr><td>South Phoenix (continuous)</td><td>120</td></tr><tr><td>South Scottsdale</td><td>37</td></tr><tr><td>West Chandler (continuous)</td><td>76</td></tr><tr><td>West 43rd Ave</td><td>112</td></tr><tr><td>West Phoenix</td><td>86</td></tr><tr><td>Zuni Hills</td><td>70</td></tr></tbody></table></div>	Site Name	24-hr Average Max (mg/m3) 2010 Data	Buckeye	113	Central Phoenix (continuous)	106	Durango Complex	111	Dysart (continuous)	81	Glendale (continuous)	92	Greenwood	158	Higley (continuous)	83	Mesa	86	North Phoenix	44	South Phoenix (continuous)	120	South Scottsdale	37	West Chandler (continuous)	76	West 43rd Ave	112	West Phoenix	86	Zuni Hills	70
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Code	Comment Document
	<p>Comment: The use of the Buckeye monitor as representative of rural locations in a qualitative examination of PM10 vs highway distances skews the results. The Buckeye monitor is surrounded by fugitive dust sources from agricultural operations and is in no way representative of ambient PM10 concentrations in developed areas. The Desert Foothills area would be considered rural, but the Buckeye monitor is in no way representative of the Foothills area. See aerial view below:</p> 
	<p>Agricultural operations are exempt from air quality rules and activities that involve disturbance of the soil generate large quantities of dust.</p> <p>Comment: A more representative monitor should be chosen for the rural selection so that the particulate impact of the freeway is being compared, as opposed to the completely unrelated emissions that result from farm fields. It's not clear what monitor was used as a surrogate for the Desert Foothills area, but there is no explanation in the draft EIS as to which monitor is used, or why such monitor accurately represents emissions in the area. In no way is the Buckeye monitor representative of a typical rural area.</p> <p>Comment: The urban locations (specifically the use of the Durango monitor) is also non-representative since this monitor historically reads high given its proximity to several significant industrial sources. A different monitor should be chosen that is more representative of an urban location (but that is not predominantly impacted by local emitters).</p> <p>Comment: None of the monitors selected accurately represents the area at Desert Foothills Parkway. Desert Foothills Parkway is located quite far from any highway and the Buckeye monitor would not be representative of the area (Desert Foothills Parkway is residential, it is not agricultural).</p> <p>Comment: The hotspot analysis is not sufficient to provide information regarding the likely degradation of air quality in the Awahtukee area and at Desert Foothills Parkway. Given that this is a residential area consisting of families with children, the fact that many schools lie along the proposed Pecos route (including: Casa Vida, Kyrene de los Lagos Elementary School, Kyrene Akimel A-al Middle School, Kyrene de la Estrella Elementary School, Kyrene de la Sierra</p>

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

Code	Comment Document
	<p>School, and the Keystone Montessori Charter School) and that recreation within the largest municipal park (South Mountain) lies downwind of the proposed highway, degradation of air quality in the area needs to be specifically assessed. For a number of reasons, the monitors evaluated in the draft EIS are not representative of Foothills air quality. These include:</p> <ul style="list-style-type: none">• The fact that current air quality in the Foothills area is not monitored. A comparison with an existing monitor cannot occur since the current quality has not been assessed.• Given the local conditions in the Awahtukee area (prevailing winds from the southwest to northeast) and the fact that South Mountain provides an impediment to dispersion of pollutants (highway emissions will be back up against the mountain), there is no other area with a monitor that is representative of local conditions. <p>Conclusion: the hotspot analysis that was performed is insufficient since no representative area was chosen (nor is one available since the currently monitored locations are not representative of the Foothills area). Instead, an air quality study should be performed for the proposed project location per the <i>Transportation Conformity guidance for Qualitative Hot-spot Analysis in PM2.5 and PM10 Nonattainment and Maintenance Areas</i> Chapter 4.1.B.</p> <p>Comment: The <i>Transportation Conformity guidance for Qualitative Hot-spot Analysis in PM2.5 and PM10 Nonattainment and Maintenance Areas</i> requires that a hot-spot analysis include the following:</p> <ul style="list-style-type: none">• A description of the existing conditions pertaining to the project and project locations. <p>This was not done for the Foothills area. In addition, “analysts and reviewers should be aware of existing air quality conditions so that they can understand the relative impact that the proposed project is likely to have”. No information as to the existing air quality in the Desert Foothills area is provided and no monitors exist in the area. The document suggests the following approaches:</p> <ul style="list-style-type: none">• Summarize PM2.5 or PM10 design values from nearby monitors in the nonattainment or maintenance area. Determine if a monitoring station is near the project that will provide data on local air quality conditions, including PM2.5 and PM10 concentrations. Monitors closer to the project location, but still within the nonattainment or maintenance area are preferable to those further away. In the absence of a nearby monitor, other appropriate monitors in the nonattainment or maintenance area can also be used. Interagency consultation would be used to select appropriate monitors for a given project, when monitoring information is necessary for a hot-spot analysis. <p>Comment: The Desert Foothills area has no nearby monitors. The above was not done.</p> <ul style="list-style-type: none">• Consider reviewing data from monitoring stations located in other PM2.5 or PM10 nonattainment or maintenance areas that may have similar traffic and environmental conditions to the proposed project and location. <p>Comment: This was not done. Also, there are no areas with similar environmental conditions to the Desert Foothills area.</p> <ul style="list-style-type: none">• Describe future estimated air quality for the attainment year, years beyond the attainment year, and any changes in PM2.5 or PM10 concentrations needed to meet attainment and maintenance schedules. Expected changes in air quality at the project location may result in changes in the background concentration and the likelihood that a given project may create or worsen an air quality problem. <p>Comment: This was not done. Future air quality of the Desert Foothills area cannot be assessed since no monitors exist that measure the current conditions.</p> <ul style="list-style-type: none">• Consider PM2.5 or PM10 source apportionment studies when available. <p>Comment: This was not done.</p> <ul style="list-style-type: none">• Consider future emissions trends that could affect air quality concentrations at the project’s location, such as a stationary source, port, or other new source of PM2.5 or PM10 emissions. <p>Comment: This was not done.</p> <ul style="list-style-type: none">• It is appropriate to also cite published scientific studies or other information regarding regional or local trend data on PM2.5 or PM10 concentrations, when such data is available and applicable to a given project and location. <p>Comment: This was not done.</p>

Code	Issue	Response
6	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.

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	<p>Comment: The <i>Transportation Conformity guidance for Qualitative Hot-spot Analysis in PM2.5 and PM10 Nonattainment and Maintenance Areas</i> requires that “Built and natural environments” be taken into consideration:</p> <ul style="list-style-type: none">• This description would include whether the character of the project area is urban, suburban or rural, and whether adjacent buildings or topography create barriers to dispersal of PM2.5 or PM10. Relevant development trends and land use patterns should be addressed if they have a bearing on potential PM2.5 or PM10 emissions and concentrations in the vicinity of the project (e.g., a new area or stationary emissions source, increased rail traffic resulting from a rail terminal, increased truck traffic due to a port or intermodal freight terminal, or due to industrial or agricultural purposes). <p>The topography of South Mountain, given its location and the direction of prevailing winds creates a barrier to dispersal of PM10. This was not taken into consideration in the analysis.</p> <p>Comment: The <i>Transportation Conformity guidance for Qualitative Hot-spot Analysis in PM2.5 and PM10 Nonattainment and Maintenance Areas</i> requires that “meteorology, climate and seasonal data” be taken into consideration:</p> <ul style="list-style-type: none">• This description could address atmospheric inversions, prevailing wind direction and speed, as they impact PM2.5 or PM10 concentrations in the project area, if appropriate. <p>This was not done.</p> <p>General Comments:</p> <p>Comment: Chapter 4 page 69 states “Diesel exhaust is not a major contributor to ambient concentrations of PM10”. That may be true, but highway traffic is a major contributor (see Figure 4-22 page 62). All sources of PM10 generated by a highway, not just diesel exhaust, must be taken into account.</p> <p>Comment: The hot-spot analysis requires that “the total emissions burden of direct PM10 emissions which may result from the implementation of the projects (including re-entrained road dust and construction emissions)” be included in the analysis. This was not done. The draft EIS does not take re-entrainment into account.</p> <p>Comment: A hot-spot analysis must consist of “an estimation of likely future localized PM2.5 or PM10 pollutant concentrations and a comparison of those concentrations to the relevant air quality standards”. A hot-spot analysis assesses the air quality impacts on a scale smaller than an entire nonattainment or maintenance area, including for example, congested roadway intersections and highways or transit terminals.” The analysis performed does not estimate potential <u>localized</u> PM10 impacts in the Foothills area along the section of “highway” running south of the South Mountain Park. Nor can it, since no representative monitor exists.</p> <p>Comment: The <i>Transportation Conformity guidance for Qualitative Hot-spot Analysis in PM2.5 and PM10 Nonattainment and Maintenance Areas</i> states “EPA believes that conformity requirements are met if areas demonstrate that no new or worsened violations occur in the year(s) of <u>highest expected emissions</u> – which includes the project’s emissions in addition to the background regional emissions.” Because the “highest expected emissions” need to be assessed, more recent data than 2009 should be used in the hot-spot analysis.</p> <p>Comment: The hot-spot analysis does not serve its intended purpose. It does not provide any useful information as to whether the freeway will create new local PM10 violations or whether the number of existing violations will increase as a result of the project.</p> <p>Sincerely,</p> <p>Todd Martin 16423 S. 4th St. Phoenix, AZ 85048 E-mail: todds_hiking_guide@yahoo.com</p>

Code	Issue	Response

Code	Comment Document
	<p>South Mountain Study Team Arizona Department of Transportation 1655 West Jackson Street, MD 126F Phoenix, Arizona 85007</p> <p>Re: Public Comments regarding the proposed South Mountain Freeway</p> <p>July 13, 2013</p> <p>Dear Sir/Madam:</p> <p>Please take into consideration the following comments with regards to the Draft Environmental Study which is currently open for public comment.</p> <p>-As a resident of the Ahwatukee Foothills, I am very concerned about and opposed to the proposed plans to build the South Mountain Freeway along the current proposed path along Pecos Road. The Foothills area is unique in the Phoenix region in that it is one of the few areas that is predominantly residential in nature. The proximity to South Mountain Park offers unique views, and buffers the area from some of the Air Quality issues that plague downtown Phoenix. By proposing to build the freeway long the proposed path, I am concerned that it will adversely affect the character of the region, and greatly reduce the air quality and significantly increase the noise pollution in the area. Reduction in air quality will especially affect local residents who are already suffering air-quality related health issues, but it will also significantly affect the large number of children whose schools are in close proximity to the proposed path. Based on a review of the existing data, I strongly believe that routing the proposed freeway, which will largely act as a Phoenix Bypass and truck-route, further to the south and away from the South Mountain area is a much preferred alternative.</p> <p>Specific concerns with the DEIS:</p> <p>1) Regarding the Qualitative Hot Spot Analysis for PM2.5 and PM10 Nonattainment and Maintenance areas: The hotspot analysis must demonstrate that the proposed project will not "cause or contribute to any new violation of any standard in any area; increase the frequency or severity of any existing violation of any standard in any area..." No portions of the hot spot analysis provided specifically addresses the proposed path near the Ahwatukee foothills. In addition, some of the factors that should be considered as noted in the EPA's Guideline on completing this hotspot analysis are not addressed at all within the DEIS - some of these include comments and analysis regarding the fact that South Mountain itself (and other local topography) creates a significant barrier to dispersal of PM2.5 and PM10 particulates. The analysis also appears to not significantly address the issue of increased truck traffic along this route due to the fact that it will act primarily as a bypass to downtown Phoenix. Assumptions made regarding truck traffic fail to address the significant amount of international traffic whose emissions are not regulated by the US government. The hotspot analysis also fails to include evaluation of local meteorology, climate and seasonal data - specifically issues with atmospheric inversions and prevailing wind in combination with local topography that may restrict PM2.5 and PM10 particulate dispersal. The provided analysis within the DEIS also does not appear to include analysis with regards to re-entrained road dust as required for all PM10 hot-spot analyses.</p> <p>2) No PM2.5 analysis was provided - while the region may not yet be classified as being in non-attainment, it is likely that Phoenix is in non-attainment for PM2.5. While the qualitative analysis was not required per the letter of the law, it should be done to be in compliance with the spirit and intent of the law.</p> <p>3) Within the qualitative analysis for PM10, the DEIS indicates "four service traffic interchanges were identified for review..." Including one along Desert Foothills Parkway - however no data or summary could be found for this analysis at this location within the document.</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	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	Noise	
5	Health Effects	
6	Purpose and Need, Truck Bypass	
7	Alternatives	The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Final Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.
8	Alternatives	A Riggs Road Alternative was considered. It would replace 51st Avenue south of its connection to Interstate 10 (Papago Freeway) for approximately 21 miles. It would then replace approximately 4 miles of Beltline Road in an easterly direction. At the Riggs Road/State Route 347 intersection, the alternative would replace approximately 3 miles of Riggs Road before connecting to Interstate 10 (Maricopa Freeway) (see Final Environmental Impact Statement page 3-9). While the Riggs Road Alternative would serve regional mobility needs, particularly of those living in the Maricopa area, meeting this travel demand would not address specific planning goals for an integrated regional transportation network. The <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.

(Response 8 continues on next page)

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

Code	Issue	Response
8 (cont.)		In addition, nearly two-thirds of any alternative using Riggs Road would be on Gila River Indian Community land. Tribal sovereignty is based in the inherent authority of Native American tribes to govern themselves. While this notion of sovereignty is manifested in many areas, generally Native American land is held in trust by the United States. Native American communities have the authority to regulate land uses and activities on their lands. States have very limited authority over activities within tribal land (see page 2-1 of the Final Environmental Impact Statement). From a practical standpoint, this means that the Arizona Department of Transportation and Federal Highway Administration do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or condemn tribal land for public benefit through an eminent domain process.
9	Air Quality	Emissions from road dust and additional sources were considered in the quantitative project-level particulate matter (PM ₁₀) hot-spot analysis prepared for the proposed project. The results of the analysis are summarized in the prologue to the Final Environmental Impact Statement (page xiii) and are more fully described beginning on page 4-68 of the Final Environmental Impact Statement. The carbon monoxide and particulate matter (PM ₁₀) analyses demonstrated that the proposed freeway would not contribute to any new localized violations, increase the frequency or severity of any existing violation, or delay timely attainment of the National Ambient Air Quality Standards or any required interim emissions reductions or other milestones.
10	Air Quality	A particulate matter (PM _{2.5}) analysis is not required since the area is in attainment for the particulate matter (PM _{2.5}) National Ambient Air Quality Standard.
11	Air Quality	According to the Arizona Department of Transportation, 2013, <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.
12	Air Quality	Diesel exhaust from trucks is not a major contributor to concentrations of particulate matter (PM ₁₀) in this area. Dust is the largest contributor in Maricopa County. Review of particulate matter (PM ₁₀) data collected by the Maricopa County Air Quality Department suggests that locations adjacent to industrial, mining, or agricultural areas generally have the highest concentrations (see Final Environmental Impact Statement page 4-72). Locations adjacent to freeways typically have particulate matter (PM ₁₀) concentrations within standards.

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

Code	Issue	Response
13	Air Quality	Although a qualitative analysis of particulate matter (PM ₁₀) was presented in the Draft Environmental Impact Statement, a quantitative project-level particulate matter (PM ₁₀) hot-spot analysis is included in the Final Environmental Impact Statement. The results of the air quality updates are summarized in the prologue to the Final Environmental Impact Statement (page xiii) and are more fully described beginning on page 4-68 of the Final Environmental Impact Statement. The carbon monoxide and particulate matter (PM ₁₀) analyses demonstrated that the proposed freeway would not contribute to any new localized violations, increase the frequency or severity of any existing violation, or delay timely attainment of the National Ambient Air Quality Standards or any required interim emissions reductions or other milestones.
14	Traffic	The Maricopa Association of Governments regional travel demand model forecasts approximately 10 percent truck traffic on the proposed freeway in 2035 (see Final Environmental impact Statement pages 3-64 and 4-72). The forecast truck traffic is based on existing traffic studies and projected socioeconomic data. This percentage is similar to current traffic conditions on Interstate 10 between State Route 101L and Interstate 17 and on US 60. Commercial trucks would use the proposed freeway. As with all other freeways in the region, trucks would use it for the through transport of freight, for transport to and from distribution centers, and for transport to support local commerce. Nevertheless, the primary users of the proposed freeway would be automobiles. Vehicle classification counts (2007) from the Arizona Department of Transportation for Maricopa County show passenger vehicles and other nontruck vehicles make up over 90 percent of all traffic on the regional freeway system, and it is expected these percentages would not vary with the proposed freeway. Further, it is not expected that the entire 21 percent of through truck traffic (by tonnage) using Interstate 10 would divert from Interstate 10 to use the proposed freeway (see Final Environmental Impact Statement page 3-64). Trucking destinations in the Phoenix metropolitan area would still prompt trucks to enter congested areas. Choosing to travel on the proposed freeway versus Interstate 10 would not produce substantial travel time benefits. Therefore, it is expected that “true” through truck traffic (not having to stop in the metropolitan area) would continue to use the faster, designated, and posted bypass system of Interstate 8 and State Route 85.
15	Trucks	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
16	Air Quality	As noted on page 4-76 of the Final Environmental Impact Statement, the year of highest particulate matter (PM ₁₀) emissions is expected to be the year of highest vehicle miles traveled, 2035. According to the Maricopa Association of Governments <i>2012 Five Percent Plan for Attainment of the PM-10 Standard</i> for the Maricopa County Nonattainment Area, the largest single source category is paved road dust, including track-out, at 20 percent. By contrast, on-road mobile vehicle exhaust, tire wear, and brake wear contribute 6 percent. The relative contribution of these emissions is expected to represent about the same contribution in the future; therefore, the highest projected vehicle miles traveled occur in the design year, 2035. The analysis year(s) was determined through the process established by the Arizona Department of Transportation interagency consultation procedures [40 Code of Federal Regulations § 93.105(c)(1)(i)]. The selection of 2035 as the peak year of emissions is appropriate.

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17	Air Quality	<p>The project team strove to use the latest data wherever available. When new data became available, they were incorporated into the analyses. For example, the air quality assessment for impacts from carbon monoxide followed the U.S. Environmental Protection Agency guidelines in <i>Guideline for Modeling Carbon Monoxide from Roadway Intersections</i> (A-OAQPS, 1992). Inputs to the model were based on U.S. Environmental Protection Agency-recommended values or were selected to provide a conservative estimate of impacts. Modeling methodology and results was reviewed by the Federal Highway Administration, Arizona Department of Transportation, and Maricopa Association of Governments.</p>
18	Purpose and Need	<p>Dispersing congested traffic to freeways that provide improved levels of service translates into improved fuel economy, faster travel times, and decreased air pollution.</p> <p>Even though the region’s freeways are now congested and operate poorly, conditions in 2035 would be substantially worse (see Draft Environmental Impact Statement pages 1-21 and 1-22). By 2035, east- and westbound motorists on Interstate 10 between State Route 101L (Agua Fria Freeway) and State Route 202L (Santan Freeway) are expected to experience stop-and-go driving for over 3 hours every day. This is for a distance of nearly 30 miles. A new freeway in the Study Area would distribute commuters over an additional freeway facility. As a result, the duration of stop-and-go traffic on the region’s freeways would be reduced.</p>
19	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.</p> <p>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 the Maricopa Association of Governments members, along with population and economic forecasts and the existing and planned transportation infrastructure as identified by the Maricopa Association of Governments members• the anticipated average number of vehicle trips within the region (including those to and from the region’s households) on a daily basis (this number is tracked regularly by the Maricopa Association of Governments)• the distribution of transportation modes used by travelers in the Maricopa Association of Governments region (also tracked regularly by the Maricopa Association of Governments)• the capacity of the transportation infrastructure to accommodate regional travel• the future transportation infrastructure established using <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>In June 2013, the Maricopa Association of Governments approved new socioeconomic projections for Maricopa County. The purpose and need and analysis of alternatives were updated and reevaluated using these new socioeconomic projections and corresponding projections related to regional traffic. The conclusions reached in the Draft Environmental Impact Statement were validated in the Final Environmental Impact Statement (see Chapter 3, <i>Alternatives</i>).</p>

(Responses continue on next page)

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20	Purpose and Need	The travel time comparison shown in Figure 3-17 on page 3-34 of the Draft Environmental Impact Statement included a trip from Ahwatukee Foothills Village to Downtown Phoenix using Interstate 10, not the proposed freeway. This trip would take 5 or 6 minutes less with the proposed freeway in place when compared with conditions without the proposed freeway.
21	Purpose and Need	An analysis of the origins and destinations of projected freeway users is presented in Figure 3-18, on page 3-36 of the Final Environmental Impact Statement. Freeway users are defined as those motorists who pass through the bend of the freeway (around the South Mountains). So, this does not count motorists in Laveen Village who go to Interstate 10 (Papago Freeway) and motorists in Ahwatukee Foothills Village who go to Interstate 10 (Maricopa Freeway). The results of the origin-destination analysis show that 73 percent of the traffic going around the South Mountains has origins or destinations in the area within or around the Study Area and supports the conclusion that the proposed action would serve east-west mobility consistent with commuting movements.
22	Air Quality	The data presented were based on the U.S. Environmental Protection Agency’s MOBILE6 national defaults, including the national default vehicle fleet mix and U.S. Environmental Protection Agency’s fuel control programs.
23	Air Quality	All national emission and dispersion models are validated before general use. However, models may certainly over- or under-predict depending on many factors. More importantly, however, is that there are many sources of mobile source air toxics other than mobile sources. As noted on page 4-72 of the Final Environmental Impact Statement, emissions from on-road sources are the largest contributors (by weight) of only two of the seven priority mobile source air toxics. As a result, levels of mobile source air toxics near roadways are often determined by these other sources.
24	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
25	Hazardous Materials	

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	<p>South Mountain Study Team Arizona Department of Transportation 1655 West Jackson Street, MD 126F Phoenix, Arizona 85007</p> <p>July 13 2013</p> <p>Public Comment on the Draft Environmental Impact Statement for the Loop 202 South Mountain Freeway Study</p> <p>Per Chapter 4 page 65 of the EIS transportation projects require an analysis that “... must document that no new local PM10 violations will be created and the severity or number of existing violations will not be increased as a result of the project” (FHWA 2001a). This issue is addressed through a “hotspot analysis” in PM2.5 and PM10 nonattainment and maintenance areas” found on pages 65-68 of the EIS. It is on this analysis that my comments will be directed.</p> <p>First a few preliminary observations. The draft EIS states that:</p> <p>Four service traffic interchanges were identified for detailed review based on LOS and/or high traffic volumes during the evening peak hour of travel. They were Van Buren Street, Southern Avenue, Desert Foothills Parkway, and 40th Street. The 83rd Avenue interchange was included with the W101 Alternative because no interchange is planned at Southern Avenue with the W101 Alternative.</p> <p>1 Comment: This detailed review for PM10 is found not found in the draft EIS. The tables following the above statement relate to CO only. Given that the above occurs beneath the heading of “Particulate “Matter” the assumption would be that PM10 is the pollutant of interest in the discussion.</p> <p>Comment: It should be noted that no air monitors (either state or county) exist along the proposed route, in particular in the Awahtukee area, south of South Mountain. In the absence of specific monitoring data the actual impact of the freeway to the air shed cannot be measured.</p> <p>Comment: Air monitoring should be performed to ensure “that no new local PM10 violations will be created and the severity or number of existing violations will not be increased as a result of the project”. The qualitative analysis is insufficient given that the area is in non-attainment of the PM10 standard (and likely non-attainment of PM2.5 as well). Since monitors are effected by local emissions sources, this exercise provides no meaningful insight into the impact that a freeway will have on local air quality since the confounding variables make statistical correlation of particulate readings with proximity to a highway impossible.</p> <p>2 Comment: A quantitative analysis for PM2.5 should be performed given the fact that the area may also be designated non-attainment for this pollutant as well.</p> <p>Since no quantitative data is available, the draft EIS performs a “qualitative PM10 hot-spot conformity analyses”. The qualitative analysis compared ambient concentrations of PM10 at five MCAQD PM10 monitoring sites in the Phoenix area.</p>

Code	Issue	Response
1	Air Quality	Although a qualitative analysis of particulate matter (PM ₁₀) was presented in the Draft Environmental Impact Statement, a quantitative project-level particulate matter (PM ₁₀) hot-spot analysis is included in the Final Environmental Impact Statement. The results of the air quality updates are summarized in the prologue to the Final Environmental Impact Statement (page xiii) and are more fully described beginning on page 4-68 of the Final Environmental Impact Statement. The carbon monoxide and particulate matter (PM ₁₀) analyses demonstrated that the proposed freeway would not contribute to any new localized violations, increase the frequency or severity of any existing violation, or delay timely attainment of the National Ambient Air Quality Standards or any required interim emissions reductions or other milestones.
2	Air Quality	A particulate matter (PM _{2.5}) analysis is not required since the area is in attainment for the particulate matter (PM _{2.5}) National Ambient Air Quality Standard.

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

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

The EIS states:

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

And concludes:

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

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

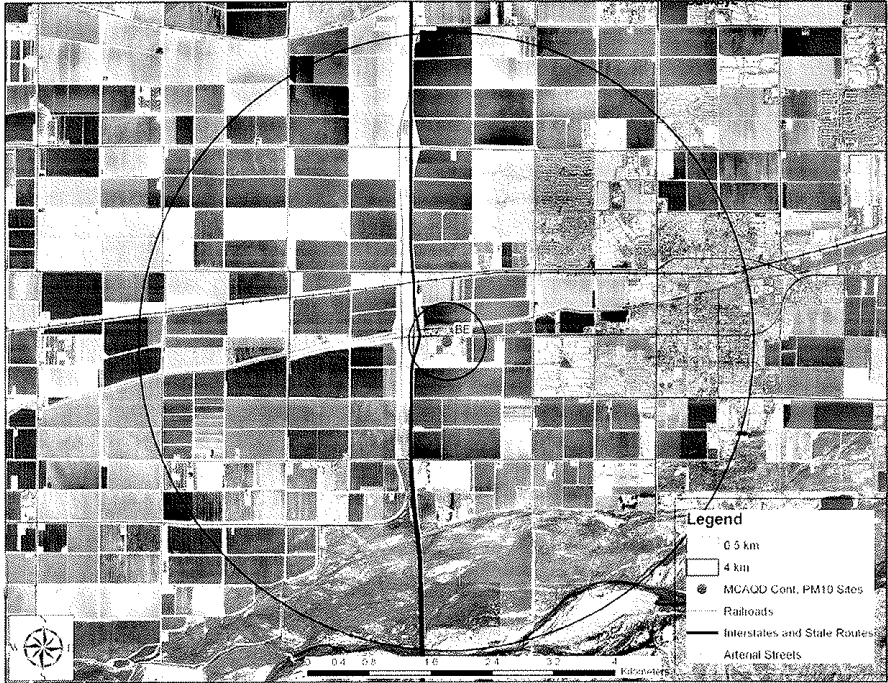
PM10 Monitoring Locations, Results, and Nearby Road Characteristics, 2011

Site Name (Location)	Maximum 24-Hour PM10 Value (ug/m3)	2nd Maximum 24-Hour PM10 Value (ug/m3)	Number of Exceedances of PM10 Standard	Annual Average (ug/m3)	Nearest Freeway	Distance from Freeway
Urban locations near freeways (<½ mile)						
Central Phoenix (16th Street/Roosevelt)	308	307	8	39.5	I-10 SR 51 SR 202L	¼ mile ¼ mile ¼ mile
Greenwood (27th Avenue/I-10)	388	254	7	42.2	I-10 I-17	200 feet ¼ mile
Urban locations distant from freeways (>½ mile)						
Durango Complex (27th Avenue/Durango Street)	436	277	8	48	I-17	¼ mile
West 43rd Avenue (43rd Avenue/Broadway Road)	396	292	7	47.9	I-17	2½ miles
Rural Locations						
Buckeye (Highway 85/Maricopa County 85)	389	299	9	43.7	I-10	4 miles

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	<div><div>85/Maricopa County 85)</div><div></div></div> <p>The data above is more typical monitor data and shows higher concentrations near freeways.</p> <p>Comment: The draft EIS states "The sites near freeways typically have ambient concentrations below the NAAQS." Of the monitors closest to the freeway, the 2009 data shows several NAAQS exceedances:</p> <table><tr><th>Site Name (Location)</th><th>2009 Number of Exceedances of PM10 Standard</th></tr><tr><td colspan="2">Locations near freeways (<1 mile)</td></tr><tr><td>Mesa</td><td>0</td></tr><tr><td>North Phoenix</td><td>0</td></tr><tr><td>Durango Complex</td><td>3</td></tr><tr><td>Dysart</td><td>1</td></tr><tr><td>Central Phoenix (16th Street/Roosevelt)</td><td>0</td></tr><tr><td>Greenwood (27th Avenue/I-10)</td><td>1</td></tr><tr><td>West Phoenix</td><td>1</td></tr></table> <p>More than half the monitors located less than a mile from a freeway exceeded the NAAQS PM10 standard in 2009. These exceedances appear to be "typical" given that more exceeded than did not.</p> <p>Comment: In addition to the above, plotting the 24-hr average maximum values of the various monitors vs distance from a freeway yields a strong positive correlation between distance an PM10 concentration (2010 data). The freeway would be expected to increase local PM10 concentrations.</p> <div><table><tr><th>Site Name</th><th>24-hr Average Max (mg/m3) 2010 Data</th></tr><tr><td>Buckeye</td><td>113</td></tr><tr><td>Central Phoenix (continuous)</td><td>106</td></tr><tr><td>Durango Complex</td><td>111</td></tr><tr><td>Dysart (continuous)</td><td>81</td></tr><tr><td>Glendale (continuous)</td><td>92</td></tr><tr><td>Greenwood</td><td>158</td></tr><tr><td>Higley (continuous)</td><td>83</td></tr><tr><td>Mesa</td><td>86</td></tr></table></div>	Site Name (Location)	2009 Number of Exceedances of PM10 Standard	Locations near freeways (<1 mile)		Mesa	0	North Phoenix	0	Durango Complex	3	Dysart	1	Central Phoenix (16th Street/Roosevelt)	0	Greenwood (27th Avenue/I-10)	1	West Phoenix	1	Site Name	24-hr Average Max (mg/m3) 2010 Data	Buckeye	113	Central Phoenix (continuous)	106	Durango Complex	111	Dysart (continuous)	81	Glendale (continuous)	92	Greenwood	158	Higley (continuous)	83	Mesa	86
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	<table><tr><td>North Phoenix</td><td>44</td></tr><tr><td>South Phoenix (continuous)</td><td>120</td></tr><tr><td>South Scottsdale</td><td>37</td></tr><tr><td>West Chandler (continuous)</td><td>76</td></tr><tr><td>West 43rd Ave</td><td>112</td></tr><tr><td>West Phoenix</td><td>86</td></tr><tr><td>Zuni Hills</td><td>70</td></tr></table> <p>Comment: The use of the Buckeye monitor as representative of rural locations in a qualitative examination of PM10 vs highway distances skews the results. The Buckeye monitor is surrounded by fugitive dust sources from agricultural operations and is in no way representative of ambient PM10 concentrations in developed areas. The Desert Foothills area would be considered rural, but the Buckeye monitor is in no way representative of the Foothills area. See aerial view below:</p>  <p>Agricultural operations are exempt from air quality rules and activities that involve disturbance of the soil generate large quantities of dust.</p> <p>Comment: A more representative monitor should be chosen for the rural selection so that the particulate impact of the freeway is being compared, as opposed to the completely unrelated emissions that result from farm fields. It's not clear what monitor was used as a surrogate for the Desert Foothills area, but there is no explanation in the draft EIS as to which monitor is used, or why such monitor accurately represents emissions in the area. In no way is the Buckeye monitor representative of a typical rural area.</p>	North Phoenix	44	South Phoenix (continuous)	120	South Scottsdale	37	West Chandler (continuous)	76	West 43rd Ave	112	West Phoenix	86	Zuni Hills	70
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Zuni Hills	70														

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

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

Code	Comment Document
	<p>Comment: This was not done.</p> <ul style="list-style-type: none">Consider future emissions trends that could affect air quality concentrations at the project's location, such as a stationary source, port, or other new source of PM2.5 or PM10 emissions. <p>Comment: This was not done.</p> <ul style="list-style-type: none">It is appropriate to also cite published scientific studies or other information regarding regional or local trend data on PM2.5 or PM10 concentrations, when such data is available and applicable to a given project and location. <p>Comment: This was not done.</p> <p>Comment: The <i>Transportation Conformity guidance for Qualitative Hot-spot Analysis in PM2.5 and PM10 Nonattainment and Maintenance Areas</i> requires that "Built and natural environments" be taken into consideration:</p> <ul style="list-style-type: none">This description would include whether the character of the project area is urban, suburban or rural, and whether adjacent buildings or topography create barriers to dispersal of PM2.5 or PM10. Relevant development trends and land use patterns should be addressed if they have a bearing on potential PM2.5 or PM10 emissions and concentrations in the vicinity of the project (e.g., a new area or stationary emissions source, increased rail traffic resulting from a rail terminal, increased truck traffic due to a port or intermodal freight terminal, or due to industrial or agricultural purposes). <p>The topography of South Mountain, given its location and the direction of prevailing winds creates a barrier to dispersal of PM10. This was not taken into consideration in the analysis.</p> <p>Comment: The <i>Transportation Conformity guidance for Qualitative Hot-spot Analysis in PM2.5 and PM10 Nonattainment and Maintenance Areas</i> requires that "meteorology, climate and seasonal data" be taken into consideration:</p> <ul style="list-style-type: none">This description could address atmospheric inversions, prevailing wind direction and speed, as they impact PM2.5 or PM10 concentrations in the project area, if appropriate. <p>This was not done.</p> <p>General Comments:</p> <p>Comment: Chapter 4 page 69 states "Diesel exhaust is not a major contributor to ambient concentrations of PM10". That may be true, but highway traffic is a major contributor (see Figure 4-22 page 62). All sources of PM10 generated by a highway, not just diesel exhaust, must be taken into account.</p> <p>Comment: The hot-spot analysis requires that "the total emissions burden of direct PM10 emissions which may result from the implementation of the projects (including re-entrained road dust and construction emissions)" be included in the analysis. This was not done. The draft EIS does not take re-entrainment into account.</p> <p>Comment: A hot-spot analysis must consist of "an estimation of likely future localized PM2.5 or PM10 pollutant concentrations and a comparison of those concentrations to the relevant air quality standards". A hot-spot analysis assesses the air quality impacts on a scale smaller than an entire nonattainment or maintenance area, including for example, congested roadway intersections and highways or transit terminals." The analysis performed does not estimate potential <u>localized</u> PM10 impacts in the Foothills area along the section of "highway" running south of the South Mountain Park. Nor can it, since no representative monitor exists.</p> <p>Comment: The <i>Transportation Conformity guidance for Qualitative Hot-spot Analysis in PM2.5 and PM10 Nonattainment and Maintenance Areas</i> states "EPA believes that conformity requirements are met if areas demonstrate that no new or worsened violations occur in the year(s) of <u>highest expected emissions</u> – which includes the project's emissions in addition to the background regional emissions." Because the "highest expected emissions" need to be assessed, more recent data than 2009 should be used in the hot-spot analysis.</p> <p>Comment: The hot-spot analysis does not serve its intended purpose. It does not provide any useful information as to whether the freeway will create new local PM10 violations or whether the number of existing violations will increase as a result of the project.</p>

1

Code	Issue	Response

Code	Comment Document
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Code	Issue	Response

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

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	The concept of keeping the facility an arterial street is similar to the Arizona Parkway concept evaluated for the proposed project. The reasons that alternative was eliminated from further study are presented on page 3-19 of the Final Environmental Impact Statement. Any alternative alignment that goes around the South Mountains would partially be located on Gila River Indian Community land. Permission to study such alternatives has not been granted by the Gila River Indian Community government (see Figure S-11 on page S-39 of the Final Environmental Impact Statement). Tribal sovereignty is based in the inherent authority of Native American tribes to govern themselves. While this notion of sovereignty is manifested in many areas, generally Native American land is held in trust by the United States. Native American communities have the authority to regulate land uses and activities on their lands. States have very limited authority over activities within tribal land (see page 2-1 of the Final Environmental Impact Statement). From a practical standpoint, this means that the Arizona Department of Transportation and Federal Highway Administration do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or condemn tribal land for public benefit through an eminent domain process.
3	Purpose and Need, Truck Bypass	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
4	Health Effects	
5	Neighborhoods/Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years ((see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
6	Economics, Socioeconomics	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138–47; “Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor”). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.

Code	Comment Document
<div><div>1</div><div>2</div><div>3</div></div>	<div><div>Colin Martin</div><div>Document Created: 7/24/2013 7:33:38 PM by Web Comment Form</div><div>Extending the 202 west past South Mountain would be nice for normal traffic going to and from central phoenix. However, the idea of the big semi trucks using it as an alternate route is a little upsetting. The pollution and noise it would create right by my house isn't worth the benefits of having the 202 extended. I'd much rather live with it as it is now then have all the trucking traffic going by my neighborhood.</div></div>

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	Noise	

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

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div>4426</div> <div><div>1outside, like high school kids and -- practicing baseball,</div><div>2football, soccer, or whatever. It's not advantageous to</div><div>3them.</div><div>4Let's see. The other item of concern that I</div><div>5noted was in the study they provided us, they talked about</div><div>6a noncontinuous sound and noise and dust wall along the</div><div>7side of the highway. I think it needs to be throughout</div><div>8the area near the crest where it's most effective rather</div><div>9than down at the property line where the highway is</div><div>10supposed to be up to a 23-foot level, would be way over it</div><div>11unless they built an atrociously tall wall. So it would</div><div>12be better to put it up near the side of the road. But it</div><div>13needs to cover all communities along it, not selective</div><div>14ones or areas just like the school.</div><div>15That's all I had to add over what I said in</div><div>16there, so...</div><div>17Okay? Thank you very much.</div><div>18MR. MARTINEZ: H-e-n-r-y, Henry. Martinez,</div><div>19M-a-r-t-i-n-e-z.</div><div>20I understand that this is voted on by the</div><div>21people of Phoenix to get the 202. We were offered three</div><div>22different places where it could be put in. And as of</div><div>23June 2006, ADOT changed their mind. They didn't give us</div><div>24that fourth option, the option of today where it's at</div><div>2559th Avenue. Because here it's at -- sorry --</div></div> <div><div>1</div><div>Page 17</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

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

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

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2

1 going to be enough to buy a new one. So where will we go?
2 What will we do?

3

3 And also, here, "ADOT Buying Some Houses in
4 Freeway Path, Ahwatukee." Yeah. They make more money
5 than I do or I ever did. Their houses cost more. But
6 they're the ones that are getting the break. I don't
7 understand that either. Nobody's ever talked to me.
8 Nobody will ever return my calls when I asked about this.

9 And this was in the paper. I'm not making
10 it up. But nobody talks to you about it. Nobody lets you
11 know what options you have. So that's not right. It's
12 not right. Why are the people that have \$200 and 400,000
13 homes getting a break? I have a \$80,000 home. Nobody's
14 ever said anything.

15 So that's what I'm disappointed in. And
16 that's why I'm here, trying to vent.

17 UNIDENTIFIED SPEAKER: And they can't tell
18 us what kind of process there is when they do come to us
19 and say, we're going to buy out your property. You know,
20 what else is incurred in that? Is it moving expenses?
21 What? You know, nobody's sent us an official letter to
22 say --

23 MR. MARTINEZ: I --

24 UNIDENTIFIED SPEAKER: -- anything about
25 what's really taking place and how it's going to work.

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

Code	Comment Document
3	<div><p>1 MR. MARTINEZ: And my disability and hers,</p><p>2 we can't lift a couch. You know, we're going to have</p><p>3 trouble moving our dining room set. We're going to have</p><p>4 trouble moving, period.</p><p>5 UNIDENTIFIED SPEAKER: Boxes.</p><p>6 MR. MARTINEZ: We lived in that house for</p><p>7 26 years.</p><p>8 UNIDENTIFIED SPEAKER: Yeah. That was --</p><p>9 MR. MARTINEZ: So --</p><p>10 UNIDENTIFIED SPEAKER: -- going to be our</p><p>11 forever house. And --</p><p>12 MR. MARTINEZ: Right.</p><p>13 UNIDENTIFIED SPEAKER: -- when we retired,</p><p>14 we invested, you know, monies into fixing things that</p><p>15 would last a long time that -- you know, air-conditioners,</p><p>16 fencing, all those kind of improvements that we figured,</p><p>17 you know, we're going to be here for a long time now, or</p><p>18 hopefully a long time, and we would be investing our money</p><p>19 into our property. And those things, we don't think</p><p>20 they're going to, you know, compensate for fairly, because</p><p>21 the market value is way down.</p><p>22 And we just are concerned that -- how are we</p><p>23 going to find another place that we can afford?</p><p>24 MR. MARTINEZ: Right. Because like I say,</p><p>25 in two or three years, housing market is going to be up</p></div> <div><p>Page 21</p><p>Driver and Nix Court Reporters - (602) 266-6525</p><p>www.drivernix.com</p></div>

Code	Issue	Response

Code	Comment Document
	<div>1 again, you know. It's rising now. So if I sold today, I</div> <div>2 might possibly be able to get another loan, a double loan,</div> <div>3 to buy a new home, because the prices today are going up.</div> <div>4 And --</div> <div>5 UNIDENTIFIED SPEAKER: But starting all over</div> <div>6 again.</div> <div>7 MR. MARTINEZ: Right.</div> <div>8 UNIDENTIFIED SPEAKER: And you know, the</div> <div>9 process of, you know --</div> <div>10 MR. MARTINEZ: And --</div> <div>11 UNIDENTIFIED SPEAKER: -- acquiring another</div> <div>12 home.</div> <div>13 MR. MARTINEZ: Found out that in the housing</div> <div>14 market today, that investors are buying almost every home</div> <div>15 found on the market, and within two or three days, because</div> <div>16 they have the funds to do that. We don't. We have to go</div> <div>17 through financing and everything.</div> <div>18 And then they say, well -- they don't want</div> <div>19 to hear about your problems. They said, just show me you</div> <div>20 can do it. And that's really hard. And if the market</div> <div>21 keeps going up, when you do buy our house, we won't be</div> <div>22 able to afford another one.</div> <div>23 Also, another thing is, that meeting that we</div> <div>24 went to, the first one, we were only allowed to write down</div> <div>25 a sentence, a question. One question. I wrote down,</div> <div>Page 22</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

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

Code	Comment Document
5	<div><p>1 "What are you going to pay for our homes?" I was told</p><p>2 fair market value at the date of acquisition. There is no</p><p>3 fair market value in this market. And that's what</p><p>4 irritates me the most.</p><p>5 If they had told me, here, we'll buy your</p><p>6 house three years ago, I would have made out like a</p><p>7 bandit. Everybody did. But no, not anymore. Now it's,</p><p>8 you're going to lose big time. That's the market value.</p><p>9 And to me it's just -- I'm venting, because I have nothing</p><p>10 else. Nothing I can do.</p><p>11 UNIDENTIFIED SPEAKER: The thing is, is when</p><p>12 they voted on it too, they had proposed places that they</p><p>13 were going to put the lane -- you know, the exit lines.</p><p>14 And then they -- so people voted on it, said, oh, yeah,</p><p>15 that sounds fair, you know. These -- these are areas that</p><p>16 are still out and not developed very much.</p><p>17 But then once they change it and move it in</p><p>18 to, well, they're going to wipe out homes that are already</p><p>19 established and that, that changes the whole picture. We</p><p>20 didn't get to vote on that part, you know, as, you know,</p><p>21 we've been told by other people that we should all --</p><p>22 everyone in the neighborhood should get a lawyer to</p><p>23 represent us and -- you know. But most of the people that</p><p>24 live in our neighborhood are probably immigrants or --</p><p>25 MR. MARTINEZ: Hispanic --</p></div> <div>Page 23</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response
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
	<div><div>1UNIDENTIFIED SPEAKER: Hispanic --</div><div>2MR. MARTINEZ: -- illegals.</div><div>3UNIDENTIFIED SPEAKER: -- illegals that have</div><div>4come --</div><div>5MR. MARTINEZ: And they don't want to have</div><div>6nothing to do with a lawyer or coming, standing up for any</div><div>7rights or anything, because they'd be removed. I stand</div><div>8up, I go home.</div><div>9UNIDENTIFIED SPEAKER: And --</div><div>10MR. MARTINEZ: Well, we're stuck --</div><div>11UNIDENTIFIED SPEAKER: -- those little</div><div>12girls' shoes that they send -- that the mailman drops off,</div><div>13they have like one little thing in Spanish. So they don't</div><div>14know what the heck's going on.</div><div>15MR. MARTINEZ: Nobody on our street's here.</div><div>16Yeah.</div><div>17UNIDENTIFIED SPEAKER: And there's at</div><div>18least --</div><div>19MR. MARTINEZ: There's my house on the</div><div>20cul-de-sac. All right? I have a pool. It's been there a</div><div>21while. I should re-plaster it. But I'm not going to</div><div>22invest money to do that and have ADOT come and tear it</div><div>23down, you know. We wound up painting it. And that cost</div><div>24us \$440 just to paint it. But it's something that has to</div><div>25be done rather than --</div></div> <div>Page 24</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

Code	Issue	Response

Code	Comment Document
	<div><div><div>1UNIDENTIFIED SPEAKER: We don't know how</div><div>2far --</div><div>3MR. MARTINEZ: -- \$2,000 --</div><div>4UNIDENTIFIED SPEAKER: -- to go with our</div><div>5maintenance, you know, of our property.</div><div>6MR. MARTINEZ: -- \$2,000 for re-plastering.</div><div>7So you know, like I say, I don't want to do</div><div>8anything on it. I don't even want to cut the grass. But</div><div>9still, we have enough pride to keep it green, you know,</div><div>10our house nice.</div><div>11So it's just so disappointing that nothing</div><div>12was said before, you know, when they changed it back in --</div><div>13what was it? -- 2009.</div><div>14UNIDENTIFIED SPEAKER: And we did speak</div><div>15to --</div><div>16MR. MARTINEZ: Yeah. And nobody told us</div><div>17till last year.</div><div>18UNIDENTIFIED SPEAKER: We did speak to a</div><div>19councilman at the last meeting that we attended was at</div><div>20Cesar Chavez High School. And some of the concerns my</div><div>21husband had, he said, oh, yeah, call my office, and I'll</div><div>22respond to your questions. I'll talk to you, you know,</div><div>23tell your what your alternatives are, and you know, we'll</div><div>24see what we can do to help you.</div><div>25We left -- called, left messages. He never</div></div><div>Page 25</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Comment Document
2	<div><p>1 returned our call, never made an effort. Didn't even send</p><p>2 a note in the mail or -- or anything to that point, you</p><p>3 know. So that doesn't really look good as far as trying</p><p>4 to reach out to get --</p><p>5 MR. MARTINEZ: Yeah. Anybody we've talked</p><p>6 to has not responded. No back contact.</p><p>7 There was even a reporter there from I think</p><p>8 the Mesa Tribune, 'cause it was on the south side where</p><p>9 the meeting was. And she gave me her card. She never</p><p>10 responded, you know, to say anything about it.</p><p>11 But I'd like to know, is there anybody here</p><p>12 in this building that I can talk to about this here?</p><p>13 "ADOT Buying Some Houses in Freeway Path, Ahwatukee." I</p><p>14 don't live in Ahwatukee. But still, I'd like to talk to</p><p>15 somebody, tell -- have them tell me go to hell or, you</p><p>16 know, forget it. You don't make enough money. You never</p><p>17 did. Your house isn't worth anything.</p><p>18 UNIDENTIFIED SPEAKER: And we were -- heard</p><p>19 that there's -- I mean, I heard that there was some type</p><p>20 of hardship case -- I guess they would consider certain</p><p>21 people, property, whatever. They don't specify what --</p><p>22 MR. MARTINEZ: Yeah.</p><p>23 UNIDENTIFIED SPEAKER: -- constitutes a</p><p>24 hardship case.</p><p>25 MR. MARTINEZ: Well, here's a --</p></div> <p>Page 26</p> <p>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code

Comment Document

1 UNIDENTIFIED SPEAKER: So --

2 MR. MARTINEZ: -- paragraph --

3 UNIDENTIFIED SPEAKER: -- who qualifies for

4 that?

5 MR. MARTINEZ: -- "for homeowners who

6 qualify, ADOT's hardship program is a financial godsend."

7 I don't think they ought to put God in

8 there, because every time I think about ADOT, I put god in

9 it too. And that's irritating.

10 Is there anybody that you know of here

11 that --

12 UNIDENTIFIED SPEAKER: She probably doesn't

13 know. She's just taking down our -- our gripes.

14 Even our mailman, he says that he's

15 concerned, because he says that means his route -- because

16 on that -- on the route, it's going to take out two

17 apartment complexes also. So he says that all the houses

18 that he services on our street all the way to 59th Avenue,

19 which is maybe, what, a quarter of a mile, something like

20 that, about 50 houses there, and then two sets of 350

21 tenants in the apartment buildings, those are going to be

22 gone. So he says that his workload will be cut. And

23 there's no way he can -- and that means cutting his hours

24 and his income.

25 So you know, he was very concerned about it,

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Code	Issue	Response

Code	Comment Document
1	<div>1 and he doesn't even live there. So it's not that it just 2 affects people on our street and... 3 I mean, we know that it's for the betterment 4 of the whole community, but where they've placed it -- if 5 anybody's driven down the I-10 west or come into Phoenix 6 from the stack at the 101 on, they know it's gridlock, you 7 know, in the mornings and late afternoons and stuff. So 8 why not put it out farther before all that bogs down right 9 there? 10 MR. MARTINEZ: They already -- 11 UNIDENTIFIED SPEAKER: You know? 12 MR. MARTINEZ: -- bought the land for 59th. 13 UNIDENTIFIED SPEAKER: Well -- 14 MR. MARTINEZ: This is -- 15 UNIDENTIFIED SPEAKER: Put something else 16 there. 17 MR. MARTINEZ: This is February 2010. And 18 it shows where the -- it's going to go from -- this is 19 59th. And it's already showing that they already bought 20 the land there. It's not like something new. And this is 21 back in 2010. 22 UNIDENTIFIED SPEAKER: Supposedly they were 23 just trying -- 24 MR. MARTINEZ: Yeah. 25 UNIDENTIFIED SPEAKER: -- trying to still</div> <div>Page 28 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response

Code	Comment Document
6	<div>1 get it settled with the --</div> <div>2 MR. MARTINEZ: Why didn't they have this</div> <div>3 meeting back in 2009, when they were going to make up</div> <div>4 their minds and they did? You know, instead of having it</div> <div>5 three years later. Well, guess what? We're going to have</div> <div>6 a meeting. It's already -- the decision's already been</div> <div>7 made. So don't bother coming. And that's the feelings I</div> <div>8 have it.</div> <div>9 And I thank you for listening to my rant and</div> <div>10 rave. I had to vent.</div> <div>11 MR. GOULD: All right. I'm willing to give</div> <div>12 my name. Doesn't matter. My name is Dave Gould,</div> <div>13 G-o-u-l-d. I live on 2422 East Mountain Vista Drive,</div> <div>14 which is off 24th Street. If you get off Chandler and go</div> <div>15 down 24th, take a left immediately, I'm the fifth house</div> <div>16 in.</div> <div>17 So now I'm -- I have a couple of real big</div> <div>18 issues. Got a lot of issues, really.</div> <div>19 Coming from one of the cleanest states in</div> <div>20 the union to one that does not have good air control as</div> <div>21 we all know, pollution control, because you're in this</div> <div>22 valley, it's just going to be even worse where we are.</div> <div>23 And the noise pollution, the air pollution from the diesel</div> <div>24 trucks is just amazing that will be coming.</div> <div>25 Now, this gentleman over here with the</div> <div>Page 29</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

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

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: Comments on DEIS for proposed South Mountain Freeway Date: Monday, July 22, 2013 8:40:33 AM</p> <hr/> <p>FYI</p> <hr/> <p>From: Patti Mason [mailto:pkm6@cox.net] Sent: Saturday, July 20, 2013 5:52 PM To: Projects Cc: PARCtheSMF@aol.com Subject: Comments on DEIS for proposed South Mountain Freeway</p> <p>July 20, 2013</p> <p>TO: South Mountain Study Team Arizona Department of Transportation (ADOT) 1655 West Jackson Street, MD 126F Phoenix, Arizona 85007 projects@azdot.gov</p> <p>As a citizen of Phoenix, a resident of Ahwatukee, a voter, and a member of Protecting Arizona Resources and Children (PARC), I am writing to state my opposition to the proposed expansion of Loop 202/South Mountain Freeway (SMF), and urge the ADOT to NOT BUILD on Pecos Road. In the intervening years since the project was first approved in 1985, the community of Ahwatukee was allowed to grow and expand to become a thriving neighborhood in Phoenix, with excellent schools that attracts new residents, and a good place to raise families.</p> <p>When the original funding and support for this project dissipated, the project should have been scrapped, and a new plan should have considered the growth of Maricopa County since 1985, with developments to the south such as Queen Creek. Pecos Road is no longer the southern extreme of the region, but rather one of three major avenues through Ahwatukee with schools, homes, and churches bordering it. The transportation needs of Phoenix, given the rising pollution levels in this city with increased EPA warnings and rising costs of fuel, would be better served by the implementation of a north-south light rail. The EPA has previously said that federal transportation funds could be withheld if Arizona cannot meet acceptable air quality standards, determining that pollution spikes cannot be attributed to simply dust storms: "Arizona currently is not meeting the national standard for particulate matter, PM-10 (one-seventh the width of a human hair). Major concerns for human health from exposure to PM-10 include: effects on breathing and respiratory systems, damage to lung tissue, cancer, and premature death. The elderly, children, and people with chronic lung disease, influenza, or asthma, are especially sensitive." (<i>Phoenix Business Journal</i>, May 25, 2010). Add the blasting of South Mountain, the bedrock blasting on the E-1 "alternative" identified by the ADOT, in the construction of the freeway itself, and the subsequent vehicular pollution, and you have a recipe for increased health risks, health costs, decreased federal funding, and overall decrease in quality of life itself.</p> <p>Moreover, "a 2008 study of Maricopa County by the Arizona Department of Environmental Quality and Arizona State University found a correlation between elevated amounts of particle pollution and asthma-related absences at nearby schools." (<i>Ahwatukee Foothill News</i>, February 18, 2010.) At least three schools are within 500 meters of the proposed freeway route on Pecos Road. Not only does the proximity of the proposed freeway to homes and schools create a health risk for schoolchildren and residents, but the nature of the topography in the community itself could affect how the air pollution generated from the</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	<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 Environmental Protection Agency published a notice in the <i>Federal Register</i> proposing to approve the Maricopa Association of Governments 2012 Five Percent Plan for Attainment of the PM-10 Standard for the Maricopa County Nonattainment Area. In the same notice, the U.S. Environmental Protection Agency stated that it would concur with exceptional event (as a result of haboobs and dust storms) documentation prepared by the Arizona Department of Environmental Quality, which would give the region the 3 years of clean data needed for attainment of the particulate matter (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>
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.
4	Health Effects	
5	Air Quality	The contractor submits a written blasting plan to the Arizona Department of Transportation prior to beginning any blasting work. The Arizona Department of Transportation Resident Engineer then ensures that the contractor has followed all requirements for a blasting permit. Prior to blasting, the areas where rock fragments may fall is mapped to ensure there will be no property damage. Residents in the area are notified of any blasting activity (see Draft Environmental Impact Statement page 4-115). Blasting is avoided if standard earthmoving equipment can be used.
6	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

(Responses continue on next page)

Code	Comment Document
9	<p>freeway stagnates between South Mountain and the Estrellas.</p> <p>The passage of Proposition 400 in 2004 for a Regional Transportation Plan was not a mandate to continue this ill-fated project. At the time of the vote, the advertising and messaging to the voters was largely about the light rail system. Voters approved the funding for new transit systems, improvements to existing roads, and construction of new freeways. But the Loop 202 extension was presented as under study with various alternative routes, and with alleged discussions with the Gila River Indian Community (GRIC).</p> <p>This citizen was informed, upon phoning the ADOT, when contemplating moving to Ahwatukee in 2002 that the proposed freeway project from 1985 would have to be re-envisioned if funding became available, given the growth of the community, and it was anticipated it would be relocated further south on land belonging to the GRIC. Only later, did I learn that at that time GRIC would not even allow their land to be surveyed or studied for this purpose. In retrospect, this seems to have been ADOT wishful thinking spoken as fact. As we are all aware, various negotiations did begin and stop with GRIC, and they have voted for a no-build option, an option not offered to the citizens of Phoenix in their advisory groups. Their opposition, like ours, reflect concerns not only about pollution but also destruction of ancestral and sacred land.</p> <p>While then Phoenix Mayor Gordon was on record (at the ADOT website) as lauding the infrastructure ensured by Prop 400's passage, he is also on record as saying that he did not support the Pecos Road alignment. (<i>Ahwatukee Foothill News</i>, March 9, 2007). There has never been a mandate for the construction of Loop 202 on Pecos Road, and yet, it continually is presented as the only possible route.</p> <p>Other alternatives such as the SR 85/I-8 truck bypass are dismissed in the Draft Environmental Impact Statement (DEIS) as not meeting "the proposed action purpose and need as a regional transportation network." This is a wanting explanation of its elimination from consideration; empty words to fill the pages. While the DEIS discounts the idea that the proposed South Mountain Freeway will be a truck bypass, or alternative to the Canamex route, there are no proposed restrictions to prevent trucks from Mexico, with high-sulfur diesel from choosing this route past schools and homes. There is also no serious discussion in the DEIS about hazardous waste accidents resulting from an accident on the proposed freeway. The layout of Ahwatukee itself – "the world's largest cul-de-sac" – means that any evacuation necessary would be difficult to execute. Will trucks carrying hazardous cargo be rerouted? There is certainly no discussion or plan for this contingency.</p> <p>This freeway will be destructive to the Ahwatukee community, to the sacred South Mountain (of the O'odham tribes) and the generally beloved South Mountain in the largest urban park nationally. It will be a financial disaster as well as an environmental one. MAG's insistence on building this boondoogle will result in the allocation of regional funds to purchase expensive homes in Ahwatukee for destruction and in costs to blast the mountain, with other projects going unfunded. The DEIS notes, in response to feedback for more light rail, that "no funds are available or anticipated to support a combined system through the Study Area." Despite the public's approval of a regional transit plan, the "plan" cannot consider light rail because it has allocated all of its funding toward implementing the outdated freeway. Not only alternative alignments, but alternative uses of transportation monies to meet the region's infrastructure needs have all been eliminated here in order to present this project as something that is inevitable. It is not.</p> <p>The impact will not only be this community—in terms of increased noise and air pollution, risks of greater environmental disasters with unregulated truck traffic, and loss of tax revenues with home, church, and business destruction, lowered property values of remaining homes, and increased crime—but have effects on the entire region.</p> <p>Those who voted for a regional transportation plan may have believed that other areas of the region would also be well served, as opposed to one area being ill-served. Solutions to the traffic congestion, for instance, in the Broadway Curve area, would be better found in engineering projects wisely addressed by civic planners than in a truck bypass in Ahwatukee. Not only would the community of Ahwatukee be blighted by the extension of 202, the entire region would suffer the consequences of this ill-spent allocation of the transportation funds. Taxpayer funding will be wasted, as ADOT and MAG continue to push for 25-year old plans to be implemented, with no forward-looking planning.</p>
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7	Neighborhoods/ Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
8	Air Quality	According to the Arizona Department of Transportation, 2013, <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.
9	Alternatives	Funding for continuing study of the proposed action was part of Proposition 400 and has resulted in the Final Environmental Impact Statement. Consideration has been given in this continuing study to alternative routes and to potential opportunities to site the South Mountain Freeway on Gila River Indian Community land. However, siting the proposed freeway on Gila River Indian Community land must consider tribal sovereignty. Tribal sovereignty is based in the inherent authority of Native American tribes to govern themselves. While this notion of sovereignty is manifested in many areas, generally Native American land is held in trust by the United States. Native American communities have the authority to regulate land uses and activities on their lands. States have very limited authority over activities within tribal land (see page 2-1 of the Final Environmental Impact Statement). From a practical standpoint, this means that the Arizona Department of Transportation and Federal Highway Administration do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or condemn tribal land for public benefit through an eminent domain process.
10	Alternatives, Gila River Indian Community Alignment	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
11	Cultural Resources	
12	Alternatives, E1 Alternative	
13	Purpose and Need, Truck Bypass	
14	Trucks	
15	Hazardous Materials	

(Responses continue on next page)

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

Code	Issue	Response
16	Section 4(f) and Section 6(f)	
17	Purpose and Need	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.
18	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
19	Economics, Socioeconomics	Table 4-23 on Final Environmental Impact Statement page 4-63 displays projected property tax impacts on the various affected jurisdictions from right-of-way acquisition and future land uses related to each of the action alternatives. Property tax impacts from implementing the W59 Alternative would be about twice those resulting from the E1 Alternative. The loss in annual City of Phoenix tax revenues from implementation of the E1 Alternative are discussed on page 4-54 and would, given all tax revenues for the City of Phoenix, “be nearly inconsequential.”
20	Neighborhoods/ Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
21	Neighborhoods/ Communities	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
22	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document

Code	Issue	Response
23	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 Draft Environmental Impact Statement pages 3-15 and 3-18.) To reduce impacts by depressing the proposed freeway in the Eastern Section, the Arizona Department of Transportation would:</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>
24	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>
25	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 Final Environmental Impact Statement). The interchange would have required the displacement of over 100 homes and would have been located near an existing high school. The City recommended that, based on these impacts, the interchange be removed from the study. In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system, including the shift of access to Foothills Reserve and Calabrea from Pecos Road to Chandler Boulevard. The City study found no adverse effects on the local street system from the freeway (see Appendix 3-1 in the Final Environmental Impact Statement).</p>

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	<div><div>FYI</div></div>
	<div><div><div><div><div></div><div><div></div></div></div><div><div><div>From:</div><div>Sent:</div><div>To:</div><div>Cc:</div><div>Subject:</div></div><div><div>Hugh Mason [mailto:Hugh.Mason@asu.edu]</div><div>Sunday, July 21, 2013 1:44 PM</div><div>Projects</div><div>PARCtheSMF@aol.com</div><div>Comments on DEIS for SMF</div></div></div></div></div></div>
	<div><div><div>Dear ADOT:</div><div>I am a citizen and resident of Phoenix and the Ahwatukee area, and Associate Professor at Arizona State University School of Life Sciences. I am writing to ADOT regarding its draft environmental impact study (DEIS) for the South Mountain freeway (SMF). I would like to register my strong opposition to the building of the SMF. I am a member of Protecting Arizona’s Resources and Children (PARC), and fully support its efforts to prevent the building of SMF. I have great concerns about the DEIS, as presented below.</div><div>One of my main concerns is that the DEIS greatly underestimates the impact of the SMF on the air quality for residents living nearby. The DEIS minimizes the potential pollution that will be caused by trucks burning diesel fuel, especially those coming from Mexico having fuel that is poorly regulated and high in contaminants like sulfur. The DEIS suggests that the “truck bypass” route on I-8 and SH-85 will be preferred by truckers. However, this route is substantially longer than the proposed SMF, and is thus unlikely to be viewed as economically feasible. Due to the geographic features along the E1 Pecos road corridor, concentration of the vehicle emissions is likely to compound toxicity issues in this area. The extreme proximity of several schools to the E1 route puts a huge number of children at risk of health problems due to air pollution.</div><div>The E1 route would require massive cuts in the ridges of South Mountain on the west side. This action is unfeasible for two main reasons. All of the Native American tribes in the area consider South Mountain to be sacred, and the proposed action would desecrate the land. Although that reason alone is enough to abandon the plan, another factor is more important to most of us: air quality. The blasting required for the SM ridge cuts (and other cuts along the E1 route) would generate huge amounts of airborne particulate matter. The fine dust generated by construction (especially PM10 particles that can be inhaled deeply) will produce respiratory problems for people in the area. Moreover, it will threaten federal funds for transportation that require control of air quality. Maricopa County has had great difficulty maintaining PM10 standards, and the construction of the SMF would certainly make it more difficult, if not impossible.</div><div>The DEIS makes dire predictions for adverse effects on the regional economy if the</div></div></div>


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	Trucks	
3	Purpose and Need, Truck Bypass	
4	Alternatives	Choosing to travel on the proposed freeway versus Interstate 10 would not produce substantial travel time benefits. Therefore, it is expected that “true” through truck traffic (not having to stop in the metropolitan area) would continue to use the faster, designated, and posted bypass system of Interstate 8 and State Route 85.
5	Air Quality	According to the Arizona Department of Transportation, 2013, <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.
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	Section 4(f) and Section 6(f)	
8	Cultural Resources	
9	Construction	The contractor submits a written blasting plan to the Arizona Department of Transportation prior to beginning any blasting work. The Arizona Department of Transportation Resident Engineer then ensures that the contractor has followed all requirements for a blasting permit. Prior to blasting, the areas where rock fragments may fall is mapped to ensure there will be no property damage. Residents in the area are notified of any blasting activity (see Draft Environmental Impact Statement page 4-115). Blasting is avoided if standard earthmoving equipment can be used.

Code	Comment Document
12	<p>“no action” option is chosen. However, we must remember that the SMF plan was first proposed more than 25 years ago, when fuel was relatively cheap and few people saw any problem with continuation of the freeway transportation paradigm. Data on climate change and greenhouse gases in the atmosphere have steadily accumulated over the years, to the point that it is obvious that we need a transportation paradigm shift in order to address the problems we face. We must reallocate most of our resources away from freeway construction and invest them in technologies that will minimize adverse environmental effects. I strongly advocate light rail expansion throughout the valley. Thus, not building the SMF should not be called “no action”, because there are other actions that can be funded with the resources.</p> <p>I strongly urge the ADOT to abandon the SMF plan and intensify studies of other transportation options that are more environmentally friendly.</p> <p>Sincerely, Hugh S. Mason</p>
13	<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
10	Safety and Health	To reduce the amount of construction dust generated, particulate control measures related to construction activities must be followed. The following mitigation measures would be followed, when applicable, in accordance with the most recently accepted version of the Arizona Department of Transportation <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).
11	Economics, Socioeconomics	<p>From the Draft Environmental Impact Statement, page 4-57: “Depending on which action alternative might be implemented—if any—travel time savings estimated through 2035 would range from \$3 billion to \$3.3 billion (in 2010 dollars); furthermore, approximately 15 million hours of travel time would be saved annually. Conversely, under the No-Action Alternative, substantial travel time savings in hours and dollars would not be realized.”</p> <p>Property tax revenues retained by not converting existing land uses to a transportation use would be nearly inconsequential for a city the size of Phoenix. (Table 4-23 on Final Environmental Impact Statement page 4-63 displays projected property tax impacts on the various affected jurisdictions from right-of-way acquisition and future land uses related to each of the action alternatives. Property tax impacts from implementing the W59 Alternative would be about twice those resulting from the E1 Alternative. The loss in annual City of Phoenix tax revenues from implementation of the E1 Alternative are discussed on page 4-54 and would, given all tax revenues for the City of Phoenix, “be nearly inconsequential.”)</p>

Code	Comment Document

Code	Issue	Response
12	Air Quality	Climate change is an important national and global concern. While the earth has gone through many natural changes in climate in its history, there is general agreement that the earth's climate is currently changing at an accelerated rate and will continue to do. Human-caused greenhouse gas emissions contribute to this rapid change. Carbon dioxide makes up the largest component of these greenhouse gas emissions. Other prominent transportation-related Greenhouse gases include methane and nitrous oxide. Greenhouse gases trap heat in the earth's atmosphere. Because the atmospheric concentration of greenhouse gases continues to climb, our planet will likely continue to experience climate change-related phenomena (see Final Environmental Impact Statement pages 4-85 through 4-86). To date, no national standards have been established regarding greenhouse gases. Greenhouse gases are different than other air pollutants evaluated in federal environmental reviews because their impacts are not localized or regional due to their rapid dispersion into the global atmosphere. The affected environment for greenhouse gas emissions is the entire planet. In contrast to broad-scale actions such as those involving an entire industry sector or very large geographic areas, it is difficult to isolate and understand greenhouse gas emissions' impacts for a particular transportation project. Furthermore, presently there is no scientific methodology for attributing specific climatological changes to a particular transportation project's emissions. Under the National Environmental Policy Act, detailed environmental analysis should focus on issues that are significant and meaningful to decision making. The Federal Highway Administration has concluded, based on the nature of greenhouse gas emissions and the exceedingly small potential greenhouse gas impacts of the proposed freeway (as shown in Final Environmental Impact Statement Table 4-37 on page 4-85), that greenhouse gas emissions from the proposed freeway would not result in "reasonably foreseeable significant adverse impacts on the human environment" [40 Code of Federal Regulations § 1502.22(b)].
13	Alternatives, No-Action (No-Build) Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
1	<div><p>From: Projects To: ADOT Subject: FW: Build the South Mountain Freeway Date: Wednesday, May 15, 2013 3:14:06 PM Attachments: image003.png</p><hr/><p>From: Alisa E. Master [mailto:aemaster@sundt.com] Sent: Wednesday, May 15, 2013 3:00 PM To: Projects Cc: info@buildthe202.com Subject: Build the South Mountain Freeway</p><p>Please keep improving transportation infrastructure in Phoenix metropolitan area to help alleviate the national-joke-traffic-congestion in the Baked Apple!</p><p>Alisa Master, Employee Owner Sundt Construction, Inc. Office: 520.750.4651 Fax: 520.750.4414 Mobile: 520.237.2325 aemaster@sundt.com</p><p> Please consider the environment before printing documents.</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></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div><div>Johnnie Mata</div><div>Document Created: 6/20/2013 9:04:43 AM by Web Comment Form</div><div>This freeway is a must build section of roadway. It would help with the traffic in the downtown area. We have waited to long to get this project started.</div></div>

Code	Issue	Response
1		Comment noted.

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Code	Comment Document
	5011
1	1 MS. MATTERN: This is Sharon Mattern and
	2 I just don't want to see the park destroyed. It's
	3 used by the Boy Scouts and the Girl Scouts and many
	4 other groups, Indian guides and the apprentice
	5 movement, and it's one of the largest city parks in
	6 the nation and I would really like it not to be
	7 destroyed with the highway cutting right through it
	8 or to the side of it or to the bottom of it.
2	9 I think Riggs Road should be relooked at
	10 as an alternative. The road already goes to 51st
	11 Avenue. It would be a better alternative for
	12 everyone.
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	Page 25
	Driver and Nix Court Reporters - (602) 266-6525
	www.drivernix.com

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	<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
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From: [Projects](#)

To: [ADOT](#)

Subject: FW: Proposed 202

Date: Tuesday, May 14, 2013 9:35:56 AM

From: Jen Matthews [mailto:jengal2116@yahoo.com]

Sent: Monday, May 13, 2013 7:55 PM

To: Projects

Subject: Proposed 202

ADOT,

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


Jen Matthews
Phoenix home owner

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Code	Issue	Response
1	Hazardous Materials	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Air Quality	
3	Health Effects	
4	Neighborhoods/Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
5	Economics, Socioeconomics	There is no evidence that the proposed facility would cause people to leave the area. The regions' benefits would remain, and improved access to residences and businesses would make them more desirable.

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

Code	Issue	Response
1	Hazardous Materials	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Air Quality	
3	Health Effects	
4	Neighborhoods/ Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
5	Economics, Socioeconomics	There is no evidence that the proposed facility would cause people to leave the area. The regions’ benefits would remain, and improved access to residences and businesses would make them more desirable.
6	Alternatives	<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>
7	Alternatives, E1 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
	<p>Jen Matthews 16654 S. 27th Drive Phoenix, AZ 85045</p> <p>June 10, 2013</p> <p>ADOT Loop 202 South Mountain Freeway Study 1655 W. Jackson Street MD 126F Phoenix, AZ 85007</p> <p>Dear ADOT or To Whom It May Concern:</p> <p>I am writing in regards to the proposed 202. I really fear the possible threats of spills from large transportation trucks (especially those coming from Mexico that do not abide to the low sulfur diesel) could cause serious health issues. The quality of air that my family will breath will take a dramatic fall and sacrifice our health on a constant, daily basis. The pollution will take away from the beautiful South Mountain that we enjoy taking bike rides and walks on many days and nights a week. It's a real shame for my husband and me to even contemplate that we will have to uproot our family and the home we've loved and made memories in because of the drastic landscape change that will leave nothing behind to be desired. Ahwatukee will see a huge decline in home ownership and small businesses. I also fear that the community and schools will be exposed to more common areas (South Phoenix) and our crime rates will inevitably grow. One of the reasons we purchased a home in Ahwatukee was the seclusion, low crime and community feel. This too, will be dramatically different. There is more to this freeway than meets the eye. I hope ADOT can see that the freeway is opposed due to the alignment on Pecos road.</p> <p>Sincerely,</p> <p></p> <p>Jen Matthews concerned homeowner</p>

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Code	Issue	Response
1	Hazardous Materials	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Purpose and Need	
3	Trucks	
4	Health Effects	
5	Air Quality	
6	Neighborhoods/ Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
7	Economics, Socioeconomics	There is no evidence that the proposed facility would cause people to leave the area. The regions' benefits would remain, and improved access to residences and businesses would make them more desirable.
8	Neighborhoods/ Communities	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
9	Alternatives, E1 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code

Comment Document

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

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

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

Thank you
Delbert May
Sent from my iPad

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Code	Issue	Response
1		Comment noted.

Code

Comment Document

1

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/20/13	INCOMING CALL TIME: 3:27 PM
CALLER: ROBERT MCATEE	CALLER ADDRESS: 4327 E. CHOLLA STREET, PHOENIX, ARIZONA
PHONE: 602-368-9323	EMAIL:
CALLER REMARKS/QUESTIONS: I do support the freeway. I think it would sure help the congestion on the existing I-10 West and serve everybody well and also help the local economy. You can confirm this if you like by calling me. Thank you very much. Goodbye.	

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div>4207</div> <div><div><div>1</div><div>add additional comments, in the very next room to my</div></div><div><div>2</div><div>right are court reporters. You are welcome to go and</div></div><div><div>3</div><div>provide any and all comment that you want in that</div></div><div><div>4</div><div>process as well. This is for an open comment. It is</div></div><div><div>5</div><div>not a Q&A with the panel. They are here to listen to</div></div><div><div>6</div><div>your comments, but they are indeed comments.</div></div><div><div>7</div><div>So at this point, we'd like to go ahead</div></div><div><div>8</div><div>and get started. And we have one pre-registered</div></div><div><div>9</div><div>person who has arrived, and that person is Maxine</div></div><div><div>10</div><div>Lakin.</div></div><div><div>11</div><div>MS. McCARDY: No, I'm first.</div></div><div><div>12</div><div>THE FACILITATOR: I'm sorry. Joanne</div></div><div><div>13</div><div>McCardy will go first. And as you see your name in</div></div><div><div>14</div><div>the queue, you're welcome to come up to each</div></div><div><div>15</div><div>microphone, so we'll get started.</div></div><div><div>16</div><div>So, Joanne, if you would like to get</div></div><div><div>17</div><div>started, please.</div></div><div><div>18</div><div>MS. McCARDY: While I can't present a</div></div><div><div>19</div><div>video, I would like to do an audio. (Audio of sirens</div></div><div><div>20</div><div>being played.) This is the sound of first responders</div></div><div><div>21</div><div>trying to get to the scene of an overturned tanker</div></div><div><div>22</div><div>along the Pecos truck bypass involving four students</div></div><div><div>23</div><div>on the way to school. It's also the sound of the</div></div><div><div>24</div><div>fire trucks trying desperately to get to a home</div></div><div><div>25</div><div>that's burning, but can't because it's stuck in</div></div></div> <div><div>1</div></div> <div><div>2</div></div> <div>Page 4</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

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

Code	Comment Document
3	<p>1 traffic. That's the sound of emergency personnel 2 trying to get to a 911 call, but can't due to 3 traffic.</p> <p>4 The sound of truck bypass will go through 5 your homes, your child's bus stops, schools, all 6 these are being diverted off the truck route due to 7 the congestion of an accident. Do you smell that? 8 You can't now, but oh, you will, the toxic fumes left 9 behind by trucks idling on roadways during an 10 accident, or just morning congestion trying to merge 11 onto another interstate. Let me remind you that the 12 "I" in I-10 stands for "interstate." If you stand on 13 the overpass at the I-10 and Chandler Boulevard, you 14 will see a constant flow of trucks traveling to and 15 from Mexico and California.</p> <p>16 I have here a VHS tape and an eight-track 17 tape. Do you remember back about 25, 30 years ago, 18 when these were used? Do you still use them today? 19 Do you still have the devices that play these? Do 20 you remember when the State had this crazy idea about 21 building a truck bypass along the Pecos Road 22 alignment about that same time? Well, let me tell 23 you what's happened in that time since that idea. A 24 beautiful community was formed, houses and churches 25 were built. Some people call it, at least the tax</p>
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Code	Issue	Response
3	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
4	Air Quality	
5	Trucks	

Code	Comment Document
6	<p>1 collectors call it "Phoenix," but the people of</p> <p>2 Ahwatukee call it "Ahwatukee," house of your dreams.</p> <p>3 My question is now, over 30 years since this crazy</p> <p>4 idea was proposed, do you want to destroy houses and</p> <p>5 crush people's dreams? Why hasn't anyone in the 30</p> <p>6 years come up with a better solution? Why isn't</p> <p>7 State Route 86, which connects to the 8 and then to</p> <p>8 the I-10, being considered as an alternate route?</p> <p>9 This truck route will have an increasing crime rate</p> <p>10 in the area, and that's a given fact.</p> <p>11 If you think the government was negligent</p> <p>12 in helping the banks instead of the people in tanking</p> <p>13 property values in 2008, wait, you haven't seen</p> <p>14 what's going to happen if Arizona representatives are</p> <p>15 ready to flush their real estate values down the</p> <p>16 toilet. We can rename it "Ahwatoilet" and "Latrine,"</p> <p>17 because both of these places will be worthless places</p> <p>18 to live if this truck bypass is built.</p> <p>19 In closing, my heartfelt prayers go out</p> <p>20 to the citizens of Oklahoma who were devastated by</p> <p>21 the tornados yesterday. The federal government</p> <p>22 should be allocating funds like rebuilding</p> <p>23 communities like that. The State of Arizona should</p> <p>24 be ashamed and embarrassed to take money from the</p> <p>25 federal government to build what they consider truck</p>
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9	
	<p>Page 6</p> <p>Driver and Nix Court Reporters - (602) 266-6525</p> <p>www.drivernix.com</p>

Code	Issue	Response
6	Neighborhoods/ Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
7	Alternatives	The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Final Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the Route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.
8	Neighborhoods/ Acquisitions	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
9	Acquisitions and Relocations	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138-47; "Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor"). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.

Code	Comment Document
10 5	<div>1 routes. If you stand here and tell me that the plan</div> <div>2 all along, and the State knowingly and willingly let</div> <div>3 these houses and churches be built so it can collect</div> <div>4 taxes, in the meantime, all knowing that you're going</div> <div>5 to take federal government money and to use this,</div> <div>6 shame on you.</div> <div>7 Let's just say someone had an idea 30</div> <div>8 years ago, it wasn't created, and no one longer</div> <div>9 wanted it. In fact, something has already been in</div> <div>10 its place and it's called a community</div> <div>11 THE FACILITATOR: Excuse me, Ms. McCardy,</div> <div>12 you've gone through the three-minute time period.</div> <div>13 MS. McCARDY: I have 22 seconds.</div> <div>14 THE FACILITATOR: No, you've gone over.</div> <div>15 MS. McCARDY: Oh, it's going up? One</div> <div>16 last thing. I urge you to find another solution and</div> <div>17 talk of this as a mistake of your predecessors by not</div> <div>18 acting on it 30 years ago like they should have.</div> <div>19 THE FACILITATOR: Thank you, Ms. McCardy.</div> <div>20 Is Maxine Lakin here?</div> <div>21 MS. LAKIN: Yes.</div> <div>22 THE FACILITATOR: Did I pronounce the</div> <div>23 name properly?</div> <div>24 MS. LAKIN: Yes.</div> <div>25 THE FACILITATOR: Thank you.</div> <div>Page 7</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

Code	Issue	Response
10	Social Conditions	While the City has some ability to control development through its zoning ordinances, the City does not have the authority to stop private land from being developed. The Arizona Department of Transportation was able to acquire large tracts of land along the Pecos Road alignment in the 1980s, but funding shortfalls kept the Arizona Department of Transportation from acquiring all of the needed land. Developers were aware of the potential freeway and made the decision to develop the land based on the risk that the freeway would eventually be built. Citizens were also aware of the potential and chose to buy homes near the freeway despite the same risk. Information related to freeway awareness and the responsibilities of the City of Phoenix, developers, and the Arizona Department of Transportation related to disclosure of the planning for the freeway is presented on page 4-13 of the Final Environmental Impact Statement.

Code	Comment Document						
1	<div><div>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div><table><tr><td>INCOMING CALL DATE: 6/15/13</td><td>INCOMING CALL TIME: 1:53 PM</td></tr><tr><td>CALLER: DEBORAH MCCARTHY</td><td>CALLER ADDRESS: 16235 N. 162ND AVE., SURPRISE, ARIZONA</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div>CALLER REMARKS/QUESTIONS: I'm in favor of the South Mountain freeway project.</div></div>	INCOMING CALL DATE: 6/15/13	INCOMING CALL TIME: 1:53 PM	CALLER: DEBORAH MCCARTHY	CALLER ADDRESS: 16235 N. 162 ND AVE., SURPRISE, ARIZONA	PHONE:	EMAIL:
	INCOMING CALL DATE: 6/15/13	INCOMING CALL TIME: 1:53 PM					
	CALLER: DEBORAH MCCARTHY	CALLER ADDRESS: 16235 N. 162 ND AVE., SURPRISE, ARIZONA					
	PHONE:	EMAIL:					

Code	Issue	Response
1		Comment noted.

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

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

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

Page 2

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www.drivernix.com

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.
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
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <p>LOOP 202</p> <h1 style="margin: 0;">South Mountain</h1> <p>Freeway Study</p> </div> <div style="text-align: center;"> </div> </div> <div style="background-color: #333; color: white; padding: 10px; text-align: center; margin-top: 10px;"> <h2 style="margin: 0;">Draft Environmental Impact Statement</h2> <h3 style="margin: 0;">COMMENT FORM</h3> </div> <div style="margin-top: 20px;"> <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> <div style="border: 1px solid black; padding: 10px; margin-top: 10px; background-color: #f0f0f0;"> <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> <div style="margin-top: 20px;"> <p>Comments must be received or postmarked by July 24, 2013.</p> <div style="border: 1px solid black; padding: 10px; margin-top: 10px;"> <div style="display: flex; align-items: center;"> <div style="border: 1px solid black; border-radius: 50%; width: 30px; height: 30px; display: flex; align-items: center; justify-content: center; margin-right: 10px;">1</div> <div> <p style="font-size: 1.2em;">Am very concerned about the proposed loss of agriculture. As a 3rd Generation AZ, growing up with cotton Citrus Cattle where are these industries going to be replaced. This loss of industry must all be considered in long-term economic impact. We are losing our diversity.</p> </div> </div> </div> </div> <div style="margin-top: 20px;"> <p>Optional</p> <p>Name <u>M McEhresney</u> Email <u>marventura1@aol.com</u></p> <p>Address <u>625 N 11th Ave</u></p> <p>City <u>Phx</u> State <u>AZ</u> Zip <u>85007</u></p> <p>Phone _____ Fax _____</p> </div> <div style="margin-top: 20px;"> <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> </div>	

ADOT TRACS No.: 202L MA-054 HS764 01L • Federal-aid Project No.: NH-202-D(ADY)	13-150
	<p>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</p>

Code	Issue	Response
1	Agriculture	<p>Congress enacted the Farmland Protection Policy Act to minimize the extent to which federal programs contribute to unnecessary and irreversible conversion of farmland to nonagricultural uses and to ensure that federal programs are administered in a manner that, to the extent practicable, is compatible with State and local governments and with private programs and policies to protect farmland. The environmental impact statement process has adhered to the stipulation set forth in this Act. Urbanization in the Maricopa Association of Governments region has been occurring for years and will continue to do so with or without the proposed freeway (compare Final Environmental Impact Statement Table 4-2, on page 4-3, with Table 4-4, on page 4-7; see also Final Environmental Impact Statement page 4-161). For instance, much of the land along the Preferred Alternative in the Western Section is already slated for commercial and industrial uses.</p>

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

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div><div><div></div><div><div></div></div></div><div><div><div>From:</div><div>To:</div><div>Subject:</div><div>Date:</div></div><div><div>Projects</div><div>ADOT</div><div>FW: NO Loop 202 through Ahwatukee</div><div>Friday, June 21, 2013 11:23:24 AM</div></div></div></div></div><div><div><div><div><div></div><div><div></div></div></div><div><div><div>Thank you,</div><div>Felicia Beltran</div><div>Senior Community Relations Officer</div><div>1655 W Jackson St. MD 126F</div><div>Phoenix, AZ 85007</div><div>602-319-7709</div><div>azdot.gov</div><div><div><div><div><div></div><div><div></div></div></div><div><div><div>ADOT</div><div>Communications</div></div></div></div></div></div></div></div><div><div><div>From:</div><div>Sent:</div><div>To:</div><div>Subject:</div></div><div><div>Jim McDaniel</div><div>[mailto:jimmcd_az@yahoo.com]</div><div>Friday, June 21, 2013 10:43 AM</div><div>Projects</div><div>NO Loop 202 through Ahwatukee</div></div></div></div><div><div><div><div><div></div><div><div></div></div></div><div><div><div>I am sending this email to indicate to whomever is involved in making the possible extension of the 202 aware that I am another "NO" vote.</div><div>For a myriad of reasons (e.g. noise pollution, air pollution, destruction of part of South Mountain), I am strongly against running a freeway though Ahwatukee.</div><div>Please add my name to the tally of those opposed to the freeway extension.</div><div>Thank you,</div><div>Jim McDaniel</div></div></div></div></div><div><div><div><div><div></div><div><div></div></div></div><div><div><div>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.</div><div>.</div></div></div></div></div></div></div></div></div></div>

- 1
- 2
- 3

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	Section 4(f) and Section 6(f)	

Code	Comment Document
	<div data-bbox="432 443 907 522"><p>From: Sierra Club on behalf of Ann Mcdermott To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Wednesday, June 05, 2013 1:49:13 PM</p><hr/></div> <div data-bbox="432 608 525 626"><p>Jun 5, 2013</p></div> <div data-bbox="432 653 982 713"><p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p></div> <div data-bbox="432 735 711 756"><p>Dear South Mountain Study Team,</p></div> <div data-bbox="432 780 1016 822"><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></div> <div data-bbox="432 844 870 864"><p>Please maintain the integrity of South Mountain Park.</p></div> <div data-bbox="432 887 503 907"><p>Sincerely,</p></div> <div data-bbox="432 931 683 1012"><p>Ms. Ann Mcdermott 261 W Maya Dr Litchfield Park, AZ 85340-4653 (623) 584-3088</p></div>

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)	

Code	Comment Document						
	<div><div>1</div><div><div><div><div>TELEPHONE CONVERSATION RECORD</div><div>SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div></div><table><tr><td>INCOMING CALL DATE: 5/17/13</td><td>INCOMING CALL TIME: 11:01 AM</td></tr><tr><td>CALLER: RONALD DAVID MCDONALD</td><td>CALLER ADDRESS: 4140 NO 78TH STREET, APT. 2229, SCOTTSDALE, AZ 85251</td></tr><tr><td>PHONE: 480-948-9626</td><td>EMAIL:</td></tr></table><div><div>CALLER REMARKS/QUESTIONS:</div><div>I want to leave a comment about the EIS Environmental Study draft on the South Mountain Freeway. I am very much in favor of the west 101 Alternative because of the continuity with the freeway system. I think this is extremely important and West 101 Alternative makes sense. I've spent over 4 decades working in transportation planning up and down the west coast and here in Phoenix and so I would very much like to have my informed opinion expressed in favor of the West 101 Alternative. Thank you so much for taking my comment. Thank you for taking this message. I hope the comment is meaningful and accepted by you. Goodbye.</div></div></div></div></div>	INCOMING CALL DATE: 5/17/13	INCOMING CALL TIME: 11:01 AM	CALLER: RONALD DAVID MCDONALD	CALLER ADDRESS: 4140 NO 78 TH STREET, APT. 2229, SCOTTSDALE, AZ 85251	PHONE: 480-948-9626	EMAIL:
INCOMING CALL DATE: 5/17/13	INCOMING CALL TIME: 11:01 AM						
CALLER: RONALD DAVID MCDONALD	CALLER ADDRESS: 4140 NO 78 TH STREET, APT. 2229, SCOTTSDALE, AZ 85251						
PHONE: 480-948-9626	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	<div><div><div><div><div></div><div></div></div><div><div>From:</div><div>To:</div><div>Subject:</div><div>Date:</div></div><div><div>Projects</div><div>ADOT</div><div>FW: South Mountain Freeway</div><div>Tuesday, April 30, 2013 8:53:43 AM</div></div></div></div></div> <div><div></div><div><div><div>From: Jim McDuffie [mailto:jim.mcduffie@hotmail.com]</div><div>Sent: Friday, April 26, 2013 3:10 PM</div><div>To: Projects</div><div>Subject: South Mountain Freeway</div></div></div></div> <div>Dear AZDOT;</div> <div>I am FOR the South Mountain Freeway project. I want to see it go forward. I live in Laveen and feel the freeway would be good for Laveen and good for the State.</div> <div>Jim McDuffie 6026390640 5612 West Euclid Ave Laveen</div> <div><div>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.</div><div>.</div></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div><div>1JAMES MCDUFFIE: I am all for the new</div><div>2freeway. I really want to see it going forward, and the</div><div>3sooner the better.</div><div>4* * * *</div><div>5</div><div>6</div><div>7</div><div>8</div><div>9</div><div>10</div><div>11</div><div>12</div><div>13</div><div>14</div><div>15</div><div>16</div><div>17</div><div>18</div><div>19</div><div>20</div><div>21</div><div>22</div><div>23</div><div>24</div><div>25</div></div> <div><div>Page 2</div><div>Driver and Nix Court Reporters - (602) 266-6525</div><div>www.drivernix.com</div></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div><div><div><div><div><div></div></div></div><div><div><div></div></div></div><div><div><div></div></div></div></div></div><div><div><div><div>From:Projects</div><div>To:ADOT</div><div>Subject:FW: 202 South Mountain.</div><div>Date:Monday, May 20, 2013 8:41:50 AM</div></div></div></div><div><div><div><div>From:Randall McGaugh [mailto:randallmcgaugh@aol.com]</div><div>Sent:Friday, May 17, 2013 7:17 PM</div><div>To:Projects</div><div>Subject:202 South Mountain.</div></div></div></div><div><p>I travel through central Phoenix each day I go to work. With traffic flowing I can make my trip in about 40 minutes.(early morning hours) I believe the 202 South Mountain freeway will allow that commute during heavy traffic instead of the 60 minutes of stop and go traffic. (5 PM) I also believe that will eliminate many accidents that occur in heavy traffic. There is so much traffic that flows between the stack and the mini stack that eliminating any traffic from downtown will be a good decision. I know there are many concerns about building this extension. I thank you for you efforts to move this project forward.</p></div><div><div>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.</div><div>.</div></div></div>

Code	Issue	Response
1		Comment noted.

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

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div><div><div><div><div></div><div></div></div><div><div>From:</div><div>To:</div><div>Subject:</div><div>Date:</div></div><div><div>Projects</div><div>ADOT</div><div>FW: Loop[202 South Mt</div><div>Monday, May 20, 2013 8:27:08 AM</div></div></div></div></div> <div><div></div><div><div><div>From:</div><div>Sent:</div><div>To:</div><div>Subject:</div></div><div><div>Robert McGinnis [mailto:rmcginnis2002@yahoo.com]</div><div>Saturday, May 18, 2013 8:05 PM</div><div>Projects</div><div>Loop[202 South Mt</div></div></div></div> <div><div>Folks</div><div>I want to add my voice to those in support of the 202 South Mt bypass. Phoenix should be a friendly place for those who come to stay or visit, as well as those passing thru. This addition to our freeway system will help both.</div><div>Thanks</div><div>Robert McGinnis</div><div>Chandler, AZ</div></div> <div><div>Bob McGinnis:</div><div>rmcginnis2002@yahoo.com</div></div> <div><div>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.</div><div></div></div>

Code	Issue	Response
1		Comment noted.

Code

Comment Document

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

1

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

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

Patrick McGrath

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div><div><div><div></div></div></div><div><div><div>From:</div><div>To:</div><div>Subject:</div><div>Date:</div></div><div><div>Sierra Club on behalf of Kimberlyn McGreall Projects</div><div>Comments in opposition to South Mountain Freeway</div><div>Monday, May 27, 2013 1:14:12 PM</div></div></div></div></div></div>
	<div>May 27, 2013</div> <div>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</div> <div>Dear South Mountain Study Team,</div> <div><div>1</div><div>I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</div><div>We don't need another freeway!</div><div><div>2</div><div>3</div><div>The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including a HIGH SPEED RAIL between Tucson and Phoenix.</div><div><div>4</div><div>5</div><div>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.</div><div><div>6</div><div>7</div><div>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.</div><div><div>8</div><div>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.</div><div><div>2</div><div>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.</div><div>Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</div><div>Sincerely,</div><div>Mrs. Kimberlyn McGreall</div></div></div></div></div></div></div>

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

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

Code

Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

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

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: Sierra Club on behalf of Ross Mckenzie To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Wednesday, June 12, 2013 3:07:10 AM</p> <hr/>
	<p>Jun 12, 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>
1	<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>
2	<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>
3	
4	<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>
5	
6	<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>
7	
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>Mr. Ross Mckenzie 3298 E Foothills Dr Apt C Sierra Vista, AZ 85635-4289</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	Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.

Code Comment Document

From: [Projects](#)
To: [ADOT](#)
Subject: FW: PRO 202
Date: Wednesday, May 22, 2013 10:54:01 AM

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

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

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

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Code	Issue	Response
1		Comment noted.

Code

Comment Document

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

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

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

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

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

Sent from my iPad

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Code	Issue	Response
1	Alternatives, E1 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Air Quality	
3	Hazardous Materials	
4	Health Effects	
5	Neighborhoods/Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
6	Neighborhoods/Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
7	Economics, Socioeconomics	Table 4-23 on Final Environmental Impact Statement page 4-63 displays projected property tax impacts on the various affected jurisdictions from right-of-way acquisition and future land uses related to each of the action alternatives. Property tax impacts from implementing the W59 Alternative would be about twice those resulting from the E1 Alternative. The loss in annual City of Phoenix tax revenues from implementation of the E1 Alternative are discussed on page 4-54 and would, given all tax revenues for the City of Phoenix, “be nearly inconsequential.”
8	Traffic	The freeway construction staging plan for the area along Pecos Road would allow for keeping east–west travel open during construction. One side of the freeway would be constructed while traffic remained on Pecos Road. When complete, traffic would be shifted from Pecos Road to the new freeway. At that time, the other side of the freeway would be built. Therefore, traffic would be able to continue to operate as it currently does during construction. However, temporary detours may be needed during construction. (See Final Environmental Impact Statement page 3-27.)

Code

Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 05/13/13	INCOMING CALL TIME: 3:58 PM
CALLER: MARY MCMENEMY	CALLER ADDRESS: 1704 W. HARVARD AVENUE, GILBERT, AZ 85233
PHONE:	EMAIL:
CALLER REMARKS/QUESTIONS: I support the South Mountain Freeway.	

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>“Everyone” could be a factor?</p> <p>Many mixed feelings with the proposals so far and I’m sure also here as well, but maybe worth the “thought”?</p> <p>Thanks for the consideration and Much Hope for us All</p> <p>Sincerely,</p> <p>Larry McMillan 480-7256-0906 Or E-mail at Lmcmillan6@cox.net</p>

Code	Issue	Response

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

Code	Comment Document
	<p>-----Original Message-----</p> <p>From: Carolann [puppyluv@mcqcrew.com]</p> <p>Sent: Thursday, July 18, 2013 09:57 AM Eastern Standard Time</p> <p>To: Petty, Karla (FHWA); AZscheduling@flake.senate.gov; contactus@phoenix.gov</p> <p>Subject: NO to LOOP 202 alternatives 59th Ave/ 63rd ave & 71st Ave</p> <p>To Whom it may Concern:</p> <p>1 I am writing this to oppose the Loop 202 expansion at 59th Ave/63rd ave (as well as at 71st Ave.) This may be your preferred route but it certainly is NOT mine. I live in Laveen on 65th Drive and do not want a freeway in my front yard.</p> <p>My husband and I moved to our little slice of Heaven ,Laveen in 2001 little over a year after we moved here we got married, and most of our neighbors came to the wedding.Since than we have been to other neighbors' (or should I say, our extended family) weddings, birthday parties, barbeques, house warming parties, Thanksgiving, Christmas, Halloween and sadly funerals.</p> <p>Our neighbors welcomed us with open arms. We could not have been happier, and have paid it forward ever since. We wave to folks that drive through, we welcome new neighbors. We all know one another, and we look out for one another in this neighborhood.We liken our selves to "Mayberry." If one lives in Laveen you are very lucky and thankful.</p> <p>2 We do not want ADOT to build a freeway through our neighborhood. We do not want to see some of our "family" lose their homes, or have a freeway in their front/back yards. We have grass and trees, birds, livestock, horses, frogs, dogs, cats...you name it we have it... (Wild & domestic) We do not want to lose our natural habitat, nor do we want to see any of the animals and plants (there are many of both) loose (lose) their natural habitats. Our air will be polluted (even more than it is now) our water in the well & river bottom may be destroyed, or irrigation (we have water rights that are very unique & we are grandfathered) will be no longer. Our yards will be desimated, more natural habitats will be completely destroyed. Our green grass and trees will die. We moved out here for the country atmosphere, the green grass & trees. Horses & cattle graze upon the grass. The crime rate will increase, (studies show crime always goes up in the close proximity of a freeway)as well as our noise pollution & light pollution will be horrible & unbearable.</p> <p>3</p> <p>4</p> <p>5</p> <p>6</p> <p>7</p> <p>8</p> <p>9</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	Neighborhoods/ Communities	The Laveen Village area is anticipated to have a built-out population of over 105,000 (see Final Environmental Impact Statement page 4-5). This proposed level of development places increasing demand on the road network. The City of Phoenix's General Plan for Laveen Village has designated areas along the proposed freeway for commercial development that cannot support the projected densities without implementation of the proposed freeway. Without the proposed freeway, the conversion of land from undeveloped and agricultural uses to residential, commercial, and industrial land uses would likely continue, placing a greater demand on surface streets (see Final Environmental Impact Statement page 4-14).
3	Biology, Plants, and Wildlife	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
4	Air Quality	
5	Groundwater	If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner would be compensated by drilling a new well according to state regulations/standards. (See text box on Final Environmental Impact Statement page 4-108.)

Code	Comment Document
41011	<p>We as a community enjoy our peace and quiet, our skies with the visible stars, no roaring cars on a freeway, or threat of hazmat material polluting our air and water. The fear idea of a freeway blasting right by our homes and charter school is terrifying, unthinkable, unimaginable!! It wasn't in the documents of the house plat that any freeway was imagined for this area or we would not have purchased our home here.</p>
12	<p>ADOT did an "environmental study" years ago and did not think there would be an impact on our community. Since when does ADOT conduct these studies? This is a conflict of interest!Two different LLC's are trying to buy votes/signatures for \$2000.00 to the let them build this freeway, sounds like a bribe to me. We are also aware that the Canadian/Mexican truck route could be part of the trucks coming through and that is quite a concern to us, more trucks and extremely hazardous materials. The Mexican government doesn't requirethe inspections that USA trucks are required to have for safety and proper labeling of contents. The Sierra Club has done studies and can prove that their would be an impact on this community. The animals (including humans) and plants would suffer tremendously.</p>
13	<p>There is NO need to put (force) this freeway right through our (or anyone's) neighborhood.Putting people and animals at risk is not the right thing to do...not for any amount of money. Ruining our Village, our families, our lives is not acceptable. The planners and engineers need to consider another route, either go farther west and find ways to avoid ruining homes, or DO NOT build.</p> <p>When we found Laveen, we fell in love with this Village, as we drove through this beautiful area people waved to us as we passed by and dogs wagged their tails. We drove through Laveen for over a year looking at homes wishing some day we could be part of this paradise.One wonderful day we went to an open house (just for kicks) and knew we belonged. We bid on the house and since that day our dreams came true we got the house! We belong!</p> <p>NO on the LOOP 202 Expansion at 59th Ave/63rd AVE Alternative...And No at 71st Ave as well...NO!!!!!!</p> <p>Please hear our very concerned voices!</p> <p>Sincerely,</p> <p>Carolann McQueary</p>

Code	Issue	Response
6	Surface Water	Impacts resulting from the proposed action crossing the Salt River would be addressed in a Clean Water Act Section 404 permit if an action alternative were to become the Selected Alternative (see Final Environmental Impact Statement pages 4-118 through 4-120). Impact acreage would be calculated. Section 404 of the Clean Water Act establishes a program to regulate the discharge of dredged and fill material into waters of the United States, including wetlands. Activities in waters of the United States that are regulated under this program include fills for development, water resource projects (such as dams and levees), infrastructure development (such as highways and airports), and conversion of wetlands to uplands for farming and forestry. The U.S. Army Corps of Engineers administers the Section 404 program. Washes, streams, rivers, and wetlands delineated as waters of the United States, or jurisdictional waters, by the U.S. Army Corps of Engineers are regulated through use of Section 404 permits. When avoidance of waters of the United States is not practicable, minimization of impacts would be achieved, and unavoidable impacts would be mitigated to the extent reasonable and practicable. The permitting process for Section 404 requires Clean Water Act Section 401 certification. This certification is regulated by the Arizona Department of Environmental Quality for waters of the United States, except on tribal land, where it is regulated by the U.S. Environmental Protection Agency. Each future residential, commercial, and local and county transportation development resulting in impacts on jurisdictional waters is subject to Sections 401 and 404. For construction of the proposed action, the Arizona Department of Transportation and its contractors would be required to comply with Sections 401 and 404 of the Clean Water Act and to ensure that permit conditions and mitigation measures would be met during construction. The general and special conditions of the Section 404 Individual Permit would minimize impacts on waters of the United States to the extent practicable. Canals that connect to jurisdictional waters downstream are also considered jurisdictional waters. Impacts on canals would be calculated and addressed in a Section 404 permit if an action alternative were to become the Selected Alternative (see Final Environmental Impact Statement pages 4-118 through 4-120). Drainage plans would be completed to minimize impacts on drainage facilities. The impact on canals would be mitigated by pipe conveyances under the freeway.
7	Neighborhoods/Communities	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
8	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
9	Visual Resources	Light from the freeway would be produced from vehicle headlights and taillights and from fixed light poles at interchanges along the freeway. Nighttime users of the park and residents of Ahwatukee Foothills Village may see lines of seemingly crawling vehicles, each with lights front and back. Fixed freeway lighting would be provided for safety reasons only at interchange exit and entrance points. Freeway lighting at these locations would be designed to reduce illumination spillover onto sensitive light receptors such as residential areas (see page 3-58 of the Final Environmental Impact Statement).

(Responses continue on next page)

Code	Comment Document
	<p>I hope I helped.</p> <p>Leslie</p>

Code	Issue	Response
10	Hazardous Materials	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
11	Neighborhoods/Communities	Prospective home buyers after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
12	Trucks	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
13	Purpose and Need, Lack of Support	

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

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	Issue	Response
1		Comment noted.

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

Code	Issue	Response
1		Comment noted.

Code Comment Document

4390

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.

5 THE FACILITATOR: Thank you.

6 Reyes Medrano.

7 MR. MEDRANO: Good afternoon. Reyes Medrano,
8 I'm the City manager of the City of Tolleson at 9555 West
9 Van Buren. Mr. Burdick, good to see you, sir, it's been
10 too long.

11 We're here to accompany Mr. Frank, who is one of
12 our primary business partners and employers in Tolleson,
13 and also to issue our support for the 59th Avenue
14 alignment to intersect with the South Mountain freeway.
15 Thank you.

16 THE FACILITATOR: Thank you.

17 If you'd like to speak, please go to the
18 registration desk out front.

19 Joe Palermo.

20 MR. PALERMO: Good afternoon, gentlemen. My
21 name is Joe Palermo, I want to speak on behalf of support
22 for the Loop 202 freeway project. In my opinion, I
23 travel the I-10 corridor daily to work and it's often
24 very much a burden to me to see traffic at a complete
25 standstill and gridlock in downtown. And in my opinion,

Page 44

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www.drivernix.com

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div><div><div><div><div><div></div></div></div><div><div><div></div></div><div><div></div></div></div><div><div><div></div></div><div><div></div></div></div><div><div><div></div></div><div><div></div></div></div></div></div><div><div><div>From: Projects</div><div>To: ADOT</div><div>Subject: FW: 202</div><div>Date: Monday, May 20, 2013 8:44:34 AM</div></div></div><div><div>-----Original Message-----</div><div>From: Joe Mee [mailto:joemee@aol.com]</div><div>Sent: Friday, May 17, 2013 5:38 PM</div><div>To: Projects</div><div>Subject: 202</div></div><div><div>Build it NOW</div><div>Sent from my iPad</div></div><div><div>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.</div><div>.</div></div></div>

Code	Issue	Response
1		Comment noted.

Code

Comment Document

1

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 05/13/13	INCOMING CALL TIME: 4:11 PM
CALLER: MIKE MEETAH	CALLER ADDRESS: CHANDLER, AZ
PHONE:	EMAIL:
CALLER REMARKS/QUESTIONS: I was just calling to give my voice that I support the freeway, the South Mountain extension. I have lived in Phoenix before. I currently live in Chandler, Arizona. I have been a resident for 30-some years and I totally support the South Mountain, not sure what it is called, the 202 extension or whatever you are calling it, but I support the freeway redevelopment expansion at South Mountain. Alright, thank you. That was it. Again, Mike Meetah, registered voter. Been in the Valley for over 40 years and I support it. Thanks. Bye.	

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div><div><div><div></div></div></div><div><div><div>From:</div><div>To:</div><div>Subject:</div><div>Date:</div></div><div><div>SG Mefford</div><div>Projects</div><div>South Mountain Freeway</div><div>Saturday, June 08, 2013 8:32:15 AM</div></div></div></div></div></div> <div>Dear Sirs:</div> <div>I live in Ahwatukee and against the South Mountain Freeway proposed on Pecos Rd for the following reasons:</div> <div><div>1</div><div>1. South Mountain Preserve means that it will be "preserved", not cut through it when you want to. This is a promise to the people. Do not break the promise.</div></div> <div><div>2</div><div>3</div><div>2. The pollution caused by construction and traffic will have long term negative affects on the population, especially school children near the proposed freeway.</div></div> <div><div>4</div><div>5</div><div>3. Your primary purpose of the South Mountain Freeway is that it will be a by-pass for I-10 and Phoenix. Build a by-pass freeway on Riggs Rd-Beltline Rd connecting to 51st Ave.</div></div> <div><div>5</div><div>4. Do not use an obsolete proposal. Build on Riggs Rd - Beltline Rd and connect to 51st Ave.</div></div> <div>Thank You</div> <div>Steve Mefford</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	Air Quality	
3	Health Effects	
4	Purpose and Need, Truck Bypass	
5	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

From: [Projects](#)
To: [ADOT](#)
Subject: FW: Build the South Mountain Freeway
Date: Tuesday, May 14, 2013 9:36:52 AM

-----Original Message-----
From: Janet Mehling [<mailto:picturethis52@yahoo.com>]
Sent: Monday, May 13, 2013 5:58 AM
To: Projects
Cc: info@buildthe202.com
Subject: Build the South Mountain Freeway

Complete the 202 but need better public transportation system.

Sent from Janet's iPad

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

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div data-bbox="432 445 820 528"> <p>From: The Mehling Family To: Projects Subject: ADOT Loop 202 South Mtn Freeway Date: Wednesday, July 24, 2013 7:02:10 AM</p> </div> <hr/> <div data-bbox="432 560 1289 701"> <p>South Mountain is the largest municipal park in America; it is not a freeway, nor should it ever be a freeway. Some things are more important than catering to long-distance commuters - - - like mountains, open land, parks, Native American history and culture, children, schools, air quality, and preserving quality of life. What's next? A freeway cutting through Camelback? Through the Grand Canyon? Both of those options would save drivers time too.</p> </div> <div data-bbox="432 735 1289 872"> <p>When our family moved to the East Valley in 2001, a gallon of gasoline cost 99-cents. I shudder to think how low it was in 1985 when this freeway was conceived. But that is ancient history. Now we know that it is socially and environmentally irresponsible to commute long distances on a daily basis in a privately owned vehicle. We should not be catering to those who live in the East Valley and work in the West Valley, or vice-versa.</p> </div> <div data-bbox="432 907 1289 1044"> <p>In the 12 years I have lived in the East Valley, I can honestly say I have never witnessed traffic congestion other than morning & evening rush hours or in the case of an accident. And even during those rush hours, I have not witnessed absolute grid-lock - - - more like a slowdown that cost 7 to 10 minutes of my time at the most. Is 7 to 10 minutes of time worth the noise, traffic, visual, and air pollution ADOT intends to wreak upon South Mountain and the Ahwatukee Foothills? NOT!</p> </div> <div data-bbox="432 1078 1289 1159"> <p>We all know that the biggest slow-down in the East Valley is the Broadway curve, so why doesn't ADOT focus on fixing that problem instead of creating an expensive and destructive freeway through our most pristine land?</p> </div> <div data-bbox="432 1193 556 1215"> <p>~ C. L. Mehling</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	Purpose and Need	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
5	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
6	Visual Resources	Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-169 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.
7	Neighborhoods/Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).

(Responses continue on next page)

Code	Comment Document

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

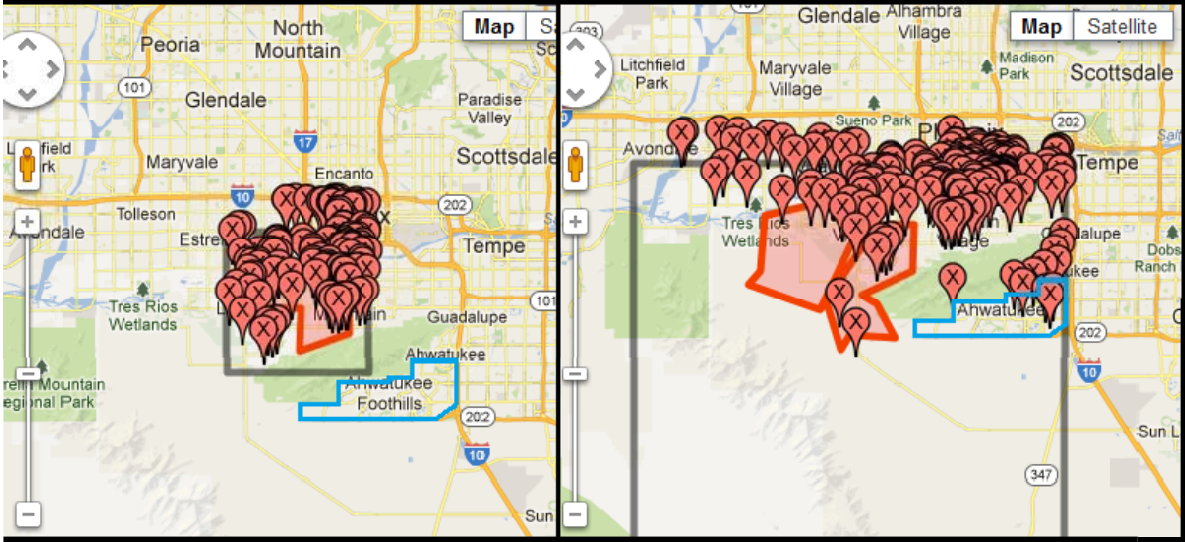
Code	Comment Document
	<div><div><div><div><div></div><div>From:</div><div></div></div><div><div></div><div>To:</div><div></div></div><div><div></div><div>Subject:</div><div></div></div><div><div></div><div>Date:</div><div></div></div><div><div></div><div>Attachments:</div><div></div></div></div><div><div>The Mehling Family</div><div>Projects</div><div>ADOT Loop 202 South Mtn Freeway</div><div>Wednesday, July 24, 2013 7:32:41 AM</div><div>Loop 202 sex offender freeway.png</div></div></div></div>
	<p>Our family calls the ADOT’s proposed freeway the “Loop 202 Sex Offender Freeway”. Look at the attached registered sex offender maps from the four nearest West Valley zip codes ADOT intends to link with Ahwatukee (ATTACHMENT).</p>
<div><div>1</div><div>2</div><div>3</div><div>4</div></div>	<p>So far, everyone has talked about the noise pollution, air pollution and sight pollution of the proposed freeway, and all of those will surely be a detriment to our quality of life. But no one has talked about the crime it will bring to Ahwatukee – a community that doesn’t even have a local police precinct -- only a substation.</p>
	<p>When we first moved to the Ahwatukee Foothills 12 years ago, we mapped out all of the ‘crimes of opportunity’ that appeared in the “Police Blotter” in the <i>Ahwatukee Foothills News</i> publication. What we found was that the vast majority of this type of crime occurred east of 32nd Street, and heavily around 48th Street. While a few criminals did venture into the foothills area west of 32nd Street, most perpetrators recognize the need for a quick get-away, which is cumbersome in a community shaped like a cul-de-sac. But now ADOT wants to flood our community with FOUR freeway entrances/exits?!?! WHY? We don’t want them!!! We don’t want all the felons and sex offenders from the West Valley to have quick access in and out of our neighborhoods.</p>
<div><div>5</div><div>6</div></div>	<p>People who purchased homes in the Ahwatukee Foothills are perfectly happy living in a safe, quiet, cul-de-sac community. We are perfectly willing to drive 4 miles or more to the nearest freeway. We are perfectly satisfied with the thought that our community is not a thoroughfare between two destinations. THAT’S WHY WE LIVE HERE.</p>
<div><div>7</div><div>8</div><div>5</div><div>9</div><div>4</div></div>	<p>Sure, ADOT is going to purchase all the homes and businesses that need to be destroyed to build this ill-conceived freeway, but are they going to compensate the rest of us for our significant losses in property values and quality of life? Are they going to ensure the safety of our children and our homes? Are they going to foot the bill for the substantially larger police presence that will be required?</p>
<div><div>10</div><div>11</div><div>12</div></div>	<p>This freeway plan is antiquated, irresponsible, and unnecessary, but if you can’t put the money to better use on a more relevant plan, such as mass transit, then at the very least, remove all those freeway entrances and exits from our community!</p> <p>Sincerely, Ed, Carin & Marina Mehling</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	Visual Resources	Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-169 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.
4	Neighborhoods/ Communities	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
5	Neighborhoods/ Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
6	Purpose and Need, Lack of Support	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <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.)
8	Economics, Socioeconomics	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138–47; “Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor”). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.

(Responses continue on next page)

Code	Comment Document
	

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

Code	Comment Document
	

Code	Issue	Response

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.
3	Section 4(f) and Section 6(f)	
4	Alternatives	There is an existing route (Interstate 8 and State Route 85) that provides a bypass of the Phoenix metropolitan area. Signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. This route continues to be available for interstate and interregional travel.
5	Alternatives	The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other “loop” freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. The State Route 85/Interstate 8 Alternative was evaluated for the proposed project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.
6	Purpose and Need	The proposed freeway is part of the <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.

Code	Comment Document
	<div><div><div>1</div><div>2</div><div>3</div><div>4</div><div>5</div></div><div><p>From: Designs by C. L. Mehling To: Projects Subject: ADOT Loop 202 South Mtn Freeway Date: Wednesday, July 24, 2013 8:03:00 AM</p><hr/><p>According to its Official Municipal Website, "[Phoenix] now ranks as one of the fastest-growing cities in the nation." The website boasts that, "Phoenix offers just about everything in the way of sports, recreation, arts, culture, dining, lodging and financial opportunities." But what wasn't mentioned? Phoenix Sky Harbor International Airport is the fifth busiest in the world for passenger traffic, takeoffs and landings, handling more than 36 million travelers. The \$600 million expansion of the Phoenix Civic Plaza is meant to position Phoenix as a top destination for 85 percent of all conventions. But what glaring inconvenience could potentially impede those rosy projections and all those travelers? What is conspicuously missing from the 5th largest population in the U.S. that would actually enhance business, tourism, and property values while reducing the congestion on our freeways, the pollution in our air, <i>and</i> our dependence on foreign oil? More freeways??? NO! Mass Transit!!! Bringing freeways, air pollution and crime into our neighborhoods, butchering the largest city park in the world and paving over land held sacred by native cultures is not something to boast about! It won't legitimize Phoenix as a 'real' city, and it won't perpetuate our 3 major industries of high-tech manufacturing; tourism; and, construction. But mass transit is, can and will. It's the only answer that resolves all the issues and the only responsible way for ADOT to spend our tax dollars. Sincerely, The Mehling and Pierce Families of Ahwatukee</p></div></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	Air Quality	
3	Neighborhoods/Communities	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
4	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Cultural Resources	

Code

Comment Document

From: [Projects](#)
To: [ADOT](#)
Subject: FW: AHWATUKEE SOUTH MOUNTAIN FREEWAY
Date: Wednesday, July 10, 2013 3:06:09 PM

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

-----Original Message-----
From: Pete Meier [<mailto:petemeier@cox.net>]
Sent: Wednesday, July 10, 2013 2:42 PM
To: Projects
Subject: AHWATUKEE SOUTH MOUNTAIN FREEWAY

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

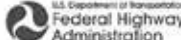

Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended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

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div><div><div><div>LOOP 202 <i>South Mountain</i> Freeway Study</div><div>2013</div></div><div><div>Draft Environmental Impact Statement</div><div>COMMENT FORM</div></div><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><div><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><div><p>Comments must be received or postmarked by July 24, 2013. <u>The growth created by this road outway the negative impact. This can only improve the neighborhoods. Create more jobs. W59+E1</u></p></div><div><p>Optional</p><p>Name <u>NATALIE MELL</u> Email _____</p><p>Address _____</p><p>City _____ State _____ Zip _____</p><p>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><div><div>ADOT</div><div><small>U.S. Department of Transportation Federal Highway Administration</small></div><div>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</div></div></div></div></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div><div><div><div><div>LOOP 202</div><div>South Mountain</div><div>Freeway Study</div></div><div>2013</div></div><div><div>Draft Environmental Impact Statement</div><div>COMMENT FORM</div></div></div><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><div><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><div><p>Comments must be received or postmarked by July 24, 2013.</p><p>The W59 and E1 Alternatives will relieve congestion, provide additional jobs, and bring growth and development to the effected regions This is a great idea!</p></div><div><p>Optional</p><p>Name <u>NATALIE MELL</u> Email <u>nmell93@gmail.com</u></p><p>Address <u>1332 W Topelcan Dr</u></p><p>City <u>Phoenix</u> State <u>AZ</u> Zip <u>85027</u></p><p>Phone <u>602-561-0875</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 H5754 01L • Federal-aid Project No.: NH-202-0(ADY) 13-188</p><div><div></div><div>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</div></div></div></div>

Code	Issue	Response
1		Comment noted.

Code

Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 10:55 AM
CALLER: ERNEST MELLOWS	CALLER ADDRESS: 753 E. GLACIER DRIVE, CHANDLER, ARIZONA 85249
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:
 I approve on the South Mountain freeway expansion.

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div><p>From: Projects To: ADOT Subject: FW: 202 Date: Monday, May 20, 2013 8:29:24 AM</p><hr/><p>-----Original Message----- From: emellum@cox.net [mailto:emellum@cox.net] Sent: Saturday, May 18, 2013 11:33 AM To: Projects Subject: 202</p><p>WE SUPPORT THE BUILDING OF THE 202. ERNIE AND CAROL MELLUM</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><p>.</p></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: Sierra Club on behalf of Sybil Melody To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Monday, May 27, 2013 11:44:07 AM</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 charm of Arizona is the wide open vistas - not freeways. The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to 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. Sybil Melody PO Box 321 Jerome, AZ 86331-0321 (928) 639-0158</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	Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.

Code	Comment Document
	<div data-bbox="428 441 826 522"><p>From: Projects To: ADOT Subject: FW: Date: Wednesday, May 22, 2013 10:54:10 AM</p><hr/></div> <div data-bbox="422 616 873 703"><hr/><p>From: George Mendez [mailto:geo_m33@yahoo.com] Sent: Monday, May 20, 2013 9:43 PM To: Projects Subject:</p></div> <div data-bbox="422 725 1289 830"><p>As a lifelong resident of the Phoenix area, I have seen the city grow to a huge metropolis. Unfortunately, the freeway system has never kept pace with the rapid growth. The 202 needs to be completed as do other freeways to meet the demand of all residents and visitors. Please hear the voices of those who drive on our roads and lets build the 202. Thank you.</p></div> <div data-bbox="422 933 574 957"><p>George Mendez</p><hr/></div> <div data-bbox="422 1022 1289 1100"><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></div>

Code	Issue	Response
1		Comment noted.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
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From: [Projects](#)
To: [ADOT](#)
Subject: FW: Feedback re South Mountain Freeway
Date: Monday, June 24, 2013 9:03:42 AM

Thank you,
Felicia Beltran
Senior Community Relations Officer

1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-319-7709

azdot.gov

The logo for ADOT Communications, featuring the letters "ADOT" in a stylized, bold font with a red underline, and the word "Communications" in a smaller, sans-serif font below it.


From: Sarah Menne [mailto:smenne777@cox.net]
Sent: Saturday, June 22, 2013 7:50 PM
To: Projects
Subject: Feedback re South Mountain Freeway

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

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

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

Code	Issue	Response
1	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Traffic	In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system. The City study found no adverse effects on the local street system from the freeway (see Appendix 3-1 in the Final Environmental Impact Statement).
3	Neighborhoods/ Communities	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
4	Acquisitions and Relocations	It is not within a City's or State's right to deny building permits to developers who meet all requirements and want to develop their land. In 1996, the Maricopa Association of Governments Regional Council approved the Red Letter Process to provide early notification of potential development (including plans, zoning, and permits) in planned freeway alignments. In addition, the Arizona Department of Transportation works closely with Cities and Counties during the environmental impact statement process to encourage developers to reserve land for future transportation improvements. In some cases, when the developer is willing, the Arizona Department of Transportation has been able to purchase a portion of the land through advanced acquisition (see Final Environmental Impact Statement pages 3-53, 4-13, and 4-48).
5	Neighborhoods/ Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)

Code	Comment Document
	<p>This freeway situation reminds me of the fact that when my family moved to Phoenix in 1959, we had the only area of I-10 that wasn't yet completed for coast to coast travel. It wasn't until traffic became so terribly congested that our citizens finally voted to complete our section of I-10. I hope we are not so foolish this time and do no wait until traffic during rush hour practically stands still before we finally agree to the completion of the South Mountain Freeway.</p> <p>Sarah Menne, Ahwatukee</p> <div></div> <p>Pray for Spiritual Renewal in America and Around the Globe <i>"The prayer of a righteous man is powerful and effective" (James 5:16b NIV)</i></p> <p>***** "The Joy of the Lord is my Strength" * . * (\ *** /) * . * * * (\ _ /) * * / * . (/ \ _) . * \ * . * / \ * . * * / _ _ \ * "Jesus Loves You" ***** It is You who light my lamp, the L_ord, my God, lights up my darkness. ~ P_salm 118:28</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

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 05/10/13	INCOMING CALL TIME: 9:41 AM
CALLER: JUDITH MENTI	CALLER ADDRESS: 9320 E. ARROWVALE DRIVE, SUN LAKES, AZ 85248
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:
 The community needs the proposed Loop 202. Thanks for this opportunity to comment.

1

Code	Issue	Response
1		Comment noted.

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

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.) 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	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>A depressed freeway option was evaluated in the Final Environmental Impact Statement and is described on pages 3-15 and 4-99. Although depressing the freeway would reduce noise levels, noise walls would be needed to further reduce noise to meet the Arizona Department of Transportation noise policy. Whether the freeway is built aboveground with tall walls or belowground with shorter walls, the final mitigated noise levels would be nearly the same at nearby residences. The major disadvantage of building a depressed freeway would be the increased construction cost and the possible acquisition of additional right-of-way for pump stations and retention basins.</p>
3	Visual Resources	<p>For most of the alignments of each of the action alternatives, the proposed freeway would be elevated above the natural grade of the surrounding land. This elevated profile would allow noise to carry farther, creating noise impacts at greater distances from the freeway. Depressing the profile of the freeway below grade might reduce traffic noise levels adjacent to depressed sections. However, it would be necessary to also construct at-grade noise barriers to achieve noise reduction goals at receiver locations adjacent to depressed freeway sections (see page 4-99 in the Final Environmental Impact Statement). This strategy would reduce visual impacts associated with high noise barriers on elevated freeways, but would entail ground-level noise barriers and their associated interference with views. Thus, with either approach to noise reduction, views of nearby mountains could be disrupted. The specific impacts would depend on the geometrics of the height of any noise barriers constructed, the intervening topography, and the distance of the barriers from the residences in question.</p>

Code	Comment Document
1	<div><div>Lisa Metcalf</div><div>Document Created: 6/30/2013 1:57:41 PM by Web Comment Form</div><div>I am excited about Loop 202 South Mountain. I am just curious about the date this project will actually begin and how this route would actually affect my property. Whatever route South Mountain Loop 202 takes, I am totally supportive; even if I am displaced.</div></div>
2	

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

Code

Comment Document

From: [Projects](#)
To: [ADOT](#)
Subject: FW: Build the South Mountain Freeway
Date: Tuesday, May 14, 2013 9:38:58 AM

-----Original Message-----
From: Carson Metzger [<mailto:carsonmetzger@yahoo.com>]
Sent: Saturday, May 11, 2013 7:57 AM
To: Projects
Cc: info@buildthe202.com
Subject: Build the South Mountain Freeway

Lets finish this!

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.

Code	Issue	Response
1		Comment noted.

Code

Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/17/13	INCOMING CALL TIME: 10:39 AM
CALLER: GUPTON MEYER	CALLER ADDRESS: 831 E. JACOBS STREET, CHANDLER, AZ
PHONE:	EMAIL:
CALLER REMARKS/QUESTIONS: I fully support the project of the freeway.	

1

Code	Issue	Response
1		Comment noted.

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

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	Neighborhoods/ Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
3	Purpose and Need, Lack of Support	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
4	Alternatives	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.
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.

Code	Comment Document
	<div><div><div><div><div></div><div>From:</div></div><div><div></div><div>To:</div></div><div><div></div><div>Subject:</div></div><div><div></div><div>Date:</div></div><div><div></div><div>Attachments:</div></div></div><div><div>Ben Meyer</div><div>Projects</div><div>Thought on the highway build</div><div>Wednesday, July 24, 2013 12:38:13 PM</div><div>Highway.rtf</div></div></div><hr/><div><div>Thank you for asking for input. See attachment.</div><div>--</div><div><div>Ben Meyer</div><div>bmmeyer1974@gmail.com</div><div>@Benmeyer5</div></div></div></div>

Code	Issue	Response

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

Code	Issue	Response
1	Neighborhoods/ Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
2	Alternatives	The proposed project is part of the <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.
3	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> <p>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
	<p>working there in 20 years, so they can live <i>in</i> the city, rather than commute from south side before worrying about the driving habits of those six years yet to be born (16 years old to drive, plus 6 years equals year 2035). I used to work in Laveen and I drove 45 minutes from Ahwatukee around the mountain to get there. I would drive twice that far, an hour and a half before I would endorse building a highway through one of the nicest towns in Arizona and perhaps the country.</p> <p>Thank you for the opportunity to give my input,</p> <p>Ben Meyer</p> <p>Ahwatukee Resident</p>

Code	Issue	Response

Code	Comment Document
	<div><div><div>Robert Mickelson</div><div>Document Created: 5/21/2013 2:54:44 PM by Web Comment Form</div></div><div>I support the construction of the South Mountain Freeway.</div></div>
12	<p>The decision on the South Mountain Freeway has gone on for too long - more than 25 years. I recognize that the freeway impacts different groups of people in different ways. However, any adverse impacts on nearly all of the people living on the south side of South Mountain Park could have been avoided by those very people. They knew when they chose to live there that the freeway was already planned. I also recognize that the portion of the freeway that crosses South Mountain Park impacts sacred land of some Native Americans. However, a very small portion of those lands are impacted, and it would seem that if appropriate (as discussed with the Gila River Indian Community) architectural elements that emphasize the sacred nature of the area are incorporated into the project, those impacts could be mitigated. Transit options have also been discussed. The final design of the facility should include not closing out future opportunities for developing transit in the corridor.</p>
3	<p>The issue of air quality is always raised by freeway development, because it fosters new development. The problem with that argument is that the Valley is destined to grow - after all the Phoenix metro area lies in the middle of the Sun Corridor. That means more travel, and this is a mobile community where people want to use their automobiles. The solution to the air quality problem lies with replacing petroleum energy with clean energy in vehicles, not allowing congestion to increase which leads to reduced air quality.</p> <p>Finally, The arguments against the South Mountain Freeway are similar to those used against I-10 through Phoenix and the Piestewa Freeway. There are no complaints about those facilities today. They are seen as major positive impacts on transportation and development in the region.</p> <p>In conclusion, the South Mountain Freeway is needed improve transportation in the Phoenix Metropolitan area and will positively impact many more people than it will negatively impact.</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	Alternatives, Nonfreeway Alternatives	

Code	Comment Document
	<div><div><div><div><div>LOOP 202</div><div><div>South Mountain</div><div>Freeway Study</div></div><div>2013</div></div></div><div><div>Draft Environmental Impact Statement</div><div>COMMENT FORM</div></div></div><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><div><div>It is helpful to ADOT to receive comments on:</div><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><div><p>Comments must be received or postmarked by July 24, 2013.</p><div><div>1</div><div>2</div><div>1</div></div><p><i>This proposed freeway will destroy many of the aspects of my community that I value. The drive west on Pecos Road is a pleasure right now. To turn it into a freeway is irresponsible when you compare the price tag to the ROI. The piece of the mountain behind our home provides respite for my family. It also provides unique interactions with wildlife including coyotes that come down from the mountain. A "quick commute" is not what I value. I value the peace & serenity & quality of life that this freeway will negatively impact</i></p><div><div>Optional</div><div>Name <i>Mary Lou Miele</i> Email <i>mlmiele@cox.net</i></div><div>Address <i>1331 E. Redwood Lane</i></div><div>City <i>Phoenix</i> State _____ Zip <i>85048</i></div><div>Phone _____ Fax _____</div></div><div><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><div><div>ADOT TRACS No.: 2021 MA 054 HS764-01L • Federal-aid Project No.: NH-202-D(ADY)</div><div><div>ADOT</div><div>U.S. Department of Transportation Federal Highway Administration</div></div><div>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</div></div></div></div></div>

Code	Issue	Response
1	Neighborhoods/Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
2	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
	<div><div><div><div><div></div><div>From: Wesley Miles</div><div>To: Projects</div><div>Subject: Draft EIS comments regarding the Loop 202 South Mountain Freeway</div><div>Date: Wednesday, July 24, 2013 4:52:32 PM</div></div></div></div></div>
	<p>To Whom It May Concern:</p> <p>I am a Gila River Indian Community (GRIC) member and resident of District 6, near Laveen, Arizona. I am of Akimel O’odham, Dine, and Apache descent. I am commenting on the South Mountain Freeway Loop 202 extension Draft Environmental Impact Statement (DEIS) as a member and representative of my immediate family, who have resided near the impact area since 1986. We strongly oppose the South Mountain Freeway, and wholly support the No Build alternative. This includes any on-reservation and off-reservation proposed alignment, past or present. We view the freeway as harmful to O’odham and Pee Posh culture, as well as the physical well-being of GRIC and surrounding communities. While we recognize the origins for this transportation route have been planned since the early 1980s, we feel low-build or no-build alternatives have never been seriously considered by the Maricopa Association of Governments or other agencies.</p> <p>As a federal undertaking, it’s clear ADOT has taken steps to analyze differing impacts and costs between proposed alignments, as noted in the DEIS—however this is not enough. We urge the ADOT and Federal Highway Administration to not build the South Mountain Freeway, thus preserving South Mountain as a whole, protect civil rights of Americans, and consider new alternatives (low-build ideas such as a parkway to 51st avenue or through South Phoenix). The cost of this freeway is too great, both in terms of monetary outlay and socio-cultural erosion. If transportation cost-benefits analysis suggests a freeway is needed in this area, then efforts should be put toward other projects such as additional freeway lanes on I-10, increased light-rail and bus routes, or even revisiting a freeway located in Hidden Valley.</p> <p>Thank you for your time.</p> <p>Sincerely</p> <p>Wesley D. Miles</p> <p>P.O. Box 148</p> <p>Laveen, AZ 85339</p> <p>520-233-1633</p> <p>wdmiles79@gmail.com</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	Cultural Resources	
3	Section 4(f) and Section 6(f)	
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>
5	Alternatives	In the best-case scenario, a parkway would carry approximately 105,000 vehicles per day, well below the average daily traffic on the proposed freeway, which would range from 117,000 to 190,000 vehicles per day (see Final Environmental Impact Statement page 3-19). As a result, the Arizona Parkway would lack sufficient capacity to meet projected travel demand. The Arizona Parkway would not adequately address the projected transportation system capacity deficiency, would not remove a sufficient amount of traffic from arterial streets, and, therefore, would not meet the project’s purpose and need. For these reasons, the Arizona Parkway was eliminated from further consideration.

Code	Comment Document

Code	Issue	Response
6	Alternatives, Nonfreeway Alternatives	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
7	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.

Code	Comment Document
1	<div><p>From: Projects To: ADOT Subject: FW: Build the South Mountain Freeway Date: Tuesday, May 14, 2013 9:36:57 AM</p><hr/><p>-----Original Message----- From: Jason Miller [mailto:denalian71@yahoo.com] Sent: Monday, May 13, 2013 5:45 AM To: Projects Cc: info@buildthe202.com Subject: Build the South Mountain Freeway</p><p>We have been paying for this freeway since 1985 and we still don't have it! Time to get off the 'fence' and build it! It only gets more costly everyday nothing gets done. Jason miller</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><p>.</p></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div><p>From: Projects To: ADOT Subject: FW: Finish the last link, please! Date: Monday, May 20, 2013 8:46:41 AM</p><hr/><p>-----Original Message----- From: Jason Miller [mailto:denalian71@yahoo.com] Sent: Friday, May 17, 2013 5:22 PM To: Projects Subject: Finish the last link, please!</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><p>.</p></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div data-bbox="428 443 798 522"><p>From: Projects To: ADOT Subject: FW: 202 Date: Monday, May 20, 2013 8:41:41 AM</p><hr/></div> <div data-bbox="428 618 829 703"><hr/><p>From: Keith Miller [mailto:r.keith.miller@att.net] Sent: Friday, May 17, 2013 7:18 PM To: Projects Subject: 202</p></div> <div data-bbox="428 729 854 756"><p>Build the darn freeway; it is long over due.</p><hr/></div> <div data-bbox="428 822 1289 883"><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></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div>Lisa MillerDocument Created: 6/24/2013 9:59:50 AM by Web Comment Form</div> <div><div>1</div><p>As an Ahwatukee resident, it first must be discussed how poorly this project has been handled since the beginning. Why would you allow development in areas where a freeway was being planned? Planning/zoning by ADOT, Maricopa County and the City of Phoenix are all guilty of the dilemma we have right now.</p></div> <div><div>2</div><div>3</div><div>4</div><div>5</div><p>Now that the city/county/state officials have created such a horendous situation, it is your duty to come up with the best scenario for your tax paying citizens. One of those options is to not build, but progress will win. So then you need to come up with a win-win with the Gila River Indian community and move the proposed freeway south and not try to buy homes at undervalued prices and create more losses for the hundreds of homeowners and church members. We've had enough losses on the values of our homes in the past 7-8 years. We don't need more.</p></div> <div><div>6</div><div>7</div><p>We have not even discussed the air quality and noise that will be brought to our section of the valley. As most people who read this study, unless you do this for a living or have someone explain the whole thing to you, no one can understand any of it.</p></div> <div><div>8</div><p>To sum up the vote from this homeowner of 4 tax paying residents, FIND A SOLUTION THAT IS SOUTH OF THE PECOS PLANNED PATH. I know you think you have tried, but you obviously haven't tried hard enough. As state/county/city officials that is your duty.</p></div>

Code	Issue	Response
1	Social Conditions	While the City has some ability to control development through its zoning ordinances, the City does not have the authority to stop private land from being developed. The Arizona Department of Transportation was able to acquire large tracts of land along the Pecos Road alignment in the 1980s, but funding shortfalls kept the Arizona Department of Transportation from acquiring all of the needed land. Developers were aware of the potential freeway and made the decision to develop the land based on the risk that the freeway would eventually be built. Citizens were also aware of the potential and chose to buy homes near the freeway despite the same risk. Information related to freeway awareness and the responsibilities of the City of Phoenix, developers, and the Arizona Department of Transportation related to disclosure of the planning for the freeway is presented on page 4-13 of the Final Environmental Impact Statement.
2	Alternatives, No-Action (No-Build) Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Acquisitions and Relocations	
4	Neighborhoods/Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
5	Economics, Socioeconomics	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138-47; “Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor”). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
6	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
7	Noise	
8	Alternatives, Gila River Indian Community Alignment	

Code

Comment Document

From: [Projects](#)
To: [ADOT](#)
Subject: FW: 202 Highway
Date: Monday, May 20, 2013 8:45:53 AM

From: Mary Mills [mailto:mil6518@aol.com]
Sent: Friday, May 17, 2013 5:15 PM
To: Projects
Subject: 202 Highway

I support building the 202 Highway. I do not support building it on Indian Land. I personally think that would be a mistake.

Mary Mills

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div>Allen Mills</div> <div>Document Created: 5/21/2013 2:45:55 PM by Web Comment Form</div> <div>As an Arizona native and someone who has lived in the Valley for 50 years, I strongly support the construction of the South Mountain Freeway. I believe it will improve our quality of life be reducing congestion and commuter times as well as improve air quality through less vehicle idling. Finally, it will create a large amount of new jobs, which this Valley sorely needs during these difficult economic times. Thank you for your consideration.</div>

Code	Issue	Response
1		Comment noted.

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

Code	Issue	Response
1		Comment noted.

Code

Comment Document

4381

1 speak next, please move forward.

2 MR. MILLS: Thank you for your time. As someone
3 who was born and spent his entire life in Arizona, I
4 strongly support the South Mountain, even when it was
5 initially voted upon in the mid '80s. I think it's a
6 huge -- it would be a huge component in relieving traffic
7 congestion, particularly in the central part of the
8 Valley, greatly aid the commuter traffic from the West
9 Valley over to the Southeast Valley.

10 And then also, in these pretty tough economic
11 times, taking into account the construction industry,
12 it'll bring immense value to the construction industry.
13 Thank you for your time.




14 THE FACILITATOR: Thank you.
15 Debbie Zapatka.

16 MS. ZAPATKA: Hi, I'm Debbie Zapatka and I live
17 in Laveen, and we've lived there for five years now with
18 the hope of the 202 coming in, and it was kind of
19 promised when we moved there. Our development in the
20 area, we have empty shopping centers just sitting there,
21 we really need economic development, and the only way for
22 that to happen really is to get the 202 in, as well as
23 our area has no hospital and a hospital will not come in
24 unless the 202 gets in. And I don't even know where the
25 closest hospital is, it's probably 99th Avenue and

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div>LOOP 202</div><div></div></div><div><div>Draft Environmental Impact Statement</div><div>COMMENT FORM</div></div><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><div><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><div><p>Comments must be received or postmarked by July 24, 2013. <u>In 2005, the EPA and AZDEQ conducted a study called the Joint Air Toxics Assessment Program when the results were released in 2006. They found elevated levels of a number of carcinogens located near where the preferred route is supposed to go. Even though ADOT was collecting data for the DEIS at this time, these results are not represented in the DEIS. ADOT needs to include the results of the Joint Air Toxics Assessment Program (JATAP) to accurately assess how the freeway will effect air quality.</u></p></div><div><div>Optional</div><div><div>Name <u>Daniel Mills</u></div><div>Email _____</div><div>Address _____</div><div>City _____ State _____ Zip _____</div><div>Phone _____ Fax _____</div></div></div><div><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></div><div><div>ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)</div><div></div><div>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</div></div></div>

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>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 mobile source air toxics emission modeling developed for the project (which factored in the U.S. Environmental Protection Agency's recent rules for the 2035 analyses) and discussed beginning on page 4-77 of the Final Environmental Impact Statement found little difference in total annual emissions of mobile source air toxics emissions between the Preferred and No-Action Alternatives (less than a 1 percent difference) in 2025 and 2035. With the Preferred Alternative in 2035, modeled mobile source air toxics emissions would decrease by 57 percent to more than 90 percent, depending on the pollutant, despite a 47 percent increase in vehicle miles traveled in the Study Area compared with 2012 conditions.</p>

Code	Comment Document
	5025
1	<p>1 MR. MILLS: In 2005, there was a study between the</p> <p>2 EPA and the Arizona Department of Environmental Quality called</p> <p>3 the Joint Air Toxics Assessment Program. When the results of</p> <p>4 the study were released in 2006, they found elevated levels of</p> <p>5 known carcinogens, including benzine and formaldehyde and a</p> <p>6 number of others. These were above the standards allowed by</p> <p>7 the EPA.</p> <p>8 And this study was not represented in the Draft EIS</p> <p>9 and has not been mentioned or talked about by ADOT in any of</p> <p>10 their studies concerning how the freeway will affect air</p> <p>11 quality. And, if the Draft EIS finds that the freeway is</p> <p>12 supposed to alleviate air quality overall, throughout the</p> <p>13 Valley, then how do these results from this particular study</p> <p>14 factor into that if they're not represented?</p> <p>15 Again, how do they reason that putting a freeway</p> <p>16 into an area that already has elevated levels of carcinogens,</p> <p>17 as opposed to alleviate those carcinogens, especially since in</p> <p>18 2006 when these results were released, ADOT was conducting the</p> <p>19 study for the Draft EIS. So these should have been results</p> <p>20 that were mentioned or represented in the study, yet they are</p> <p>21 not.</p> <p>22 And, furthermore, one of the air-monitoring sites</p> <p>23 that the EPA and the Arizona Department of Environmental</p> <p>24 Quality used to publish these results was at Broadway and</p> <p>25 Central Avenue, located only a couple of miles away from where</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>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 mobile source air toxics emission modeling developed for the project (which factored in the U.S. Environmental Protection Agency’s recent rules for the 2035 analyses) and discussed beginning on page 4-77 of the Final Environmental Impact Statement found little difference in total annual emissions of mobile source air toxics emissions between the Preferred and No-Action Alternatives (less than a 1 percent difference) in 2025 and 2035. With the Preferred Alternative in 2035, modeled mobile source air toxics emissions would decrease by 57 percent to more than 90 percent, depending on the pollutant, despite a 47 percent increase in vehicle miles traveled in the Study Area compared with 2012 conditions.</p>

Code	Comment Document
1	<div><p>1 the preferred alternative for the freeway is. So, obviously,</p><p>2 these elevated levels of carcinogens are very close and in</p><p>3 areas where the freeway is supposed to go.</p><p>4 So I think that they should talk about that and how</p><p>5 the Joint Air Toxics Assessment Program fits into the reasoning</p><p>6 of how air quality is supposed to be affected by the freeway.</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> <div><p>Page 20</p><p>Driver and Nix Court Reporters - (602) 266-6525</p><p>www.drivernix.com</p></div>

Code	Issue	Response

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Code	Comment Document
1	<div> <div> <p>LOOP 202</p> <p><i>South Mountain</i></p> <p>Freeway Study</p> <p>2013</p> <p>Draft Environmental Impact Statement</p> <p>COMMENT FORM</p> </div> <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> <div> <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> </div> <p>Comments must be received or postmarked by July 24, 2013. <i>I live at 64th ave. + Baseline Rd. I support W59. My reasons include the facts that the land is already purchased; the displacement of homes will be minimal; the development along the path will benefit the Laveen community (rumored community college and hotel construction would be welcome along the W59 route.) While construction would cause temporary inconvenience since we are only a few blocks, the long-term benefits outweigh this.</i></p> <p><i>In conclusion, as a resident of Laveen on baseline road at 64th avenue, I support the W59 alternative.</i></p> <p><i>P.S. - NO toll roads, ever, in AZ!! thx.</i></p> <p>Optional Name <i>Dave Meiner</i> Email <i>meinerdavid@yahoo.com</i> Address <i>6426 W. Baseline Rd.</i> City <i>Laveen</i> State <i>AZ</i> Zip <i>85339</i> Phone <i>602 316 8748</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-D(ADT) 15/159</p> <p>ADOT U.S. Department of Transportation Federal Highway Administration</p> <p>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</p>

Code	Issue	Response
1		Comment noted.

Code

Comment Document

4260

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

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

8 Raven Barehand.

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

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

19 Katran Mingo.

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

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

Page 84

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www.drivernix.com

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div>1 waited in traffic jams long enough. The freeway will</div><div>2 cut traffic congestion across the metro area, reduce</div><div>3 air pollution, and save drivers time and money. If</div><div>4 we don't build the South Mountain Freeway, traffic in</div><div>5 the region will get much worse over the next two</div><div>6 decades. According to ADOT's own study, traffic on</div><div>7 I-10 between Ahwatukee and Goodyear will grow 28</div><div>8 percent. Another 103,000 cars will use the Broadway</div><div>9 curve each day. Another 38,000 cars will jam the</div><div>10 tunnel every day. Morning and evening commute times</div><div>11 will increase 39 percent to 82 percent. Traffic</div><div>12 congestion on six streets will increase 46 percent.</div><div>13 The same report indicates the project also will</div><div>14 reduce air pollution by reducing the time vehicles</div><div>15 will spend stuck in traffic.</div><div>16 The project will create 30,000 jobs during</div><div>17 the five- to six-year construction period and result</div><div>18 in a 2 billion investment in the Phoenix area</div><div>19 economy. The money to build the freeway is in the</div><div>20 budget. It was approved by voters twice, first in</div><div>21 1985 and again in 2004. There is no more important</div><div>22 project to the area's commuters and workers than the</div><div>23 South Mountain Freeway project. We must build it</div><div>24 now. Thank you.</div><div>25 THE FACILITATOR: Thank you.</div></div> <div>Page 85</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response

Code Comment Document

LOOP 202

South Mountain Freeway Study

2013

Draft Environmental Impact Statement COMMENT FORM

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

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

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

It is helpful to ADOT to receive comments on:

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

Comments must be received or postmarked by July 24, 2013. I SUPPORT THE
CONSTRUCTION OF THE LOOP 202 - SOUTH
MOUNTAIN FREEWAY. A COMPLETED
MULTI-MODAL TRANSPORTATION SYSTEM
IS ESSENTIAL THE FUTURE ECONOMIC
GROWTH, COMMUTER SAFETY AND AIR
QUALITY ISSUES OF THE PHOENIX
METROPOLITAN AREA.
CURRENTLY, ROUTES THROUGH
PHOENIX ARE CONGESTED AND
DANGEROUS. MUCH OF THAT TRAFFIC
WOULD OPT TO BYPASS PHOENIX ON
THE SOUTH MOUNTAIN ALIGNMENT
THIS WOULD BENEFIT LOCAL RESIDENTS
AND SAVE MONEY AND TIME FOR BUSINESS.

Optional

Name MARK MINTER Email mminter@azbuilders.org
Address 5932 E. PHELPS ROAD
City SCOTTSDALE State AZ Zip 85250
Phone 602.769.0281 Fax _____

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

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

13-150

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>Document Created: 7/24/2013 6:16:03 PM by Web Comment Form</p> <p>I am a homeowner in the Pecos & 32nd Street area, and my house will be directly affected by the Loop 202 extension plan. Either my house will be in the right-of-way, or I'll have a sound barrier going through my back yard. My neighborhood is not the high-rent district of northern Ahwatukee. I've always done my part by paying homeowner's dues and taxes, never missing a mortgage payment, and keeping my front property landscaped and clean – to the point of indirectly coaxing my neighbors to have some pride in their properties, too. But it's been hard, in a neighborhood that has been under threat since it was built.</p> <p>1 Why did the City of Phoenix allow residential developers to use land that was slated for a freeway footprint, anyway? Chandler and Gilbert zoned their land commercial, and are benefiting from it far more, now.</p> <p>2 3 I knew when I purchased my house in 2000 that there was a chance I might lose it, but I'd hoped that ADOT could work out a deal with the Gila River Indian Community to build the freeway a mile or two south (and thus protect South Mountain Park's west end), or set the proposed bypass route along the more-efficient Highway 85 and Interstate 8 route that many trucking companies already use. When I moved in, Pecos Road was a quiet two-lane road and a community nexus for runners, bikers, and horseback riders. As just a four-lane road, it is now always busy and often unsafe (we've had many fatal accidents along Pecos.)</p> <p>4 5</p> <p>6 7 I can't imagine how crowded, noisy, and unsafe it will be as a freeway. I've seen too many health and safety studies to not be worried about the immense increase in pollution from heavy commercial vehicles, which will be the ones most likely to use this extension. As a private vehicle connection, the Loop 202 will be too far west to get East Valley residents into central Phoenix, and not far enough west to take hazardous truck traffic around the growing Southwest Valley.</p> <p>8 9</p> <p>10</p> <p>11 We could do so much more with our limited transportation funding. This extension will be outdated by the time it is finished, and it will have ruined three communities in the process.</p> <p>Sincerely,</p> <p>Stephen Mintz</p>

Code	Issue	Response
1	Neighborhoods/Communities	While the City has some ability to control development through its zoning ordinances, the City does not have the authority to stop private land from being developed. The Arizona Department of Transportation was able to acquire large tracts of land along the Pecos Road alignment in the 1980s, but funding shortfalls kept the Arizona Department of Transportation from acquiring all of the needed land. Developers were aware of the potential freeway and made the decision to develop the land based on the risk that the freeway would eventually be built. Information related to freeway awareness and the responsibilities of the City of Phoenix, developers, and the Arizona Department of Transportation related to disclosure of the planning for the freeway is presented on page 4-13 of the Final Environmental Impact Statement.
2	Alternatives, Gila River Indian Community Alignment	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Section 4(f) and Section 6(f)	
4	Alternatives	The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other “loop” freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. The State Route 85/Interstate 8 Alternative was evaluated for the proposed project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.
5	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
6	Noise	
7	Safety and Health	The proposed South Mountain Freeway's eight-lane section is shown on Final Environmental Impact Statement page 3-58, with discussion and remarks that the freeway would be consistent with the design of other freeways in the region and would thereby improve driver expectancy and safety. The sidebar on Final Environmental Impact Statement page 3-59 discusses the safety features of auxiliary lanes (used at traffic interchanges) for facilitating acceleration and deceleration, thereby reducing potential conflicts with through-traffic and travelers merging onto or exiting from the proposed freeway.
8	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
9	Health Effects	

Code	Comment Document

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

Code

Comment Document

From: [Projects](#)
To: [ADOT](#)
Subject: FW: 202
Date: Monday, May 20, 2013 8:47:40 AM

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

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

L. Miracle
Sun City AZ
85351

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Code	Issue	Response
1		Comment noted.

Code Comment Document

From: [Projects](#)
To: [ADOT](#)
Subject: FW: SMF Comment
Date: Wednesday, June 26, 2013 8:09:20 AM
Attachments: [image001.png](#)

Thank you,
Matthew Eberhart
Community Relations Officer

1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060

azdot.gov

The logo for ADOT Communications, featuring the letters "ADOT" in a stylized, bold font with a red underline, and the word "Communications" in a smaller font below it.

From: lmisturini@cox.net [mailto:lmisturini@cox.net]
Sent: Tuesday, June 25, 2013 5:56 PM
To: Projects
Subject: SMF Comment

Good Afternoon,

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

Thank you for your consideration.


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

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Code	Issue	Response
1	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Health Effects	
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	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	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>I live near 42nd and Liberty Ln. in Ahwatukee and am a member of PARC.</p> <p>What strikes me most about the DEIS is the <u>lack of issues</u> addressed, and the <u>lack of current</u> statistics. These omissions almost seem purposeful, to me.</p> <p>I have attended meetings on this “parkway, toll-way, freeway” issue since discussions in the late 80’s/early 90’s. In the beginning, ADOT argued that local (Ahwatukee) drivers needed it to get to jobs in downtown Phoenix. Surveys showed that not to be the case. Then the argument to get traffic off I-10 and the Broadway curve came.</p> <p>This (in my opinion) was when the ADOT really became partially truthful. They really wanted to get the traffic away from the pollution sensor at 43rd/Broadway. Clean up the air in metro Phoenix.</p> <p>The ADOT has never admitted to this being a truck by-pass. But to my logic, that is the reality. There are chronic issues about air quality (PM and ozone) in the metro Phoenix area. High sulfur diesel pollution from trucks originating from Mexico won’t meet CARB standards. This legislation was enacted to comply with the Clean Air Act. Data/standards were discussed when this was passed. Yet, this data is never mentioned in the DEIS. The additional air pollution has negative health impacts & is completely omitted. Particulate matter during the construction phase (blasting south mountain, & around the river bed) will be enormous. This <u>could</u> mean future loss of highway funds. But it <u>will</u> mean loss of good air quality in the Ahwatukee/Laveen areas. We have multiple schools with in yards of this project down Pecos Rd..</p> <p>In 2005/2006 extensive air monitoring was conducted by the EPA & ADEQ for toxic chemicals. Where are the updates??? They are only enclosing this old data. But even then, results found high levels of vehicular emissions---formaldehyde, benzene, butadiene, acetaldehyde were above standards. Adding more traffic emissions would logically only add to this health problem. Dioxin has been found to damage reproductive health, cause cancer, and worsen diabetes. Ahwatukee has no industries using or omitting toxic chemicals. Therefore we have no hazmat transportation issues or risks. But data is collected on and analyzed about hazmat on highways. This data (again) is omitted in the DEIS.</p> <p>There are super-fund sights near the west side proposed path. The economic impact & taxpayer monies to correct or know the impact of these lands in construction are not evident in this study.</p> <p>Earlier, I mentioned the traffic congestion at the Broadway curve that ADOT wants to decrease. But the design only seems like it will add or move the traffic on I-10 between 59th and 51st Ave. where it already is extreme. This effect of traffic seems like an omission.</p> <p>It would seem the DEIS lacks addressing the plan to blast through South Mountain. There are or might be violations of the American Indian Religious Freedom Act.</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	Purpose and Need, Truck Bypass	
3	Air Quality	
4	Trucks	
5	Health Effects	
6	Construction	To reduce the amount of construction dust generated, particulate control measures related to construction activities must be followed. The following mitigation measures would be followed, when applicable, in accordance with the most recently accepted version of the Arizona Department of Transportation <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).
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 mobile source air toxics emission modeling developed for the project (which factored in the U.S. Environmental Protection Agency’s recent rules for the 2035 analyses) and discussed beginning on page 4-77 of the Final Environmental Impact Statement found little difference in total annual emissions of mobile source air toxics emissions between the Preferred and No-Action Alternatives (less than a 1 percent difference) in 2025 and 2035. With the Preferred Alternative in 2035, modeled mobile source air toxics emissions would decrease by 57 percent to more than 90 percent, depending on the pollutant, despite a 47 percent increase in vehicle miles traveled in the Study Area compared with 2012 conditions.</p>

Code	Comment Document
14 15	I see nothing in the DEIS addressing the water wells below Pecos Road. These wells furnish water to the lakes in Ahwatukee. There is no data for alternative water sources. There is no data about moving utilities now under Pecos Rd.
16 4	ADOT studied noise levels in 2003/2004 during <u>non-peak</u> traffic hours. Ambient noise levels were 44-56 dBA. With the proposed elevated (above grade) sections of this freeway, it might be hared to keep noise below the 64 dBA state requirement. If this is a CANAMEX corridor, then noise could be even greater than ADOT projections on 10yr. old data.
17	What is scary is that a lot of questions won’t be addressed until the design phase according to ADOT. This seems short sighted and backward. How do you manage/budget/plan with so many questions. The costs will be higher than the 20’ noise abatement walls!
18	When construction is in progress access on Pecos will be limited or none. This takes us back to traffic on Chandler Rd. for years. Talk about gridlock. The fact that schools/traffic will have no access to the freeway seems counter productive to moving residents. There are no Hazmat evacuation procedures in place.
19 8	
20	Today, costs of right of way acquisition, of homes & businesses, utility relocations, & underground mining repairs are vaguely estimated at near 200 million BEFORE construction!!!!!! What a waste of taxpayer monies.
1	This can be a NO BUILD decision. I just ask that <u>current information be the guide</u> in this decision. And I see that lacking in the current DEIS.
	<div> Dorothy Mitchell 4205 E Liberty Ln. Phoenix, Az. 85048</div>

Code	Issue	Response
8	Hazardous Materials	The West Van Buren Water Quality Assurance Revolving Fund site was identified and considered during development of the Draft Environmental Impact Statement (see pages 4-153 and 4-165 of the Draft and Final Environmental Impact Statements, respectively, and the Draft Initial Site Assessment prepared for the proposed project). These sites are primarily groundwater-impact sites, and groundwater is found at a depth of over 60 feet below the footprint of the Preferred Alternative. Given the separation distance between the adversely affected medium (groundwater) and the construction zone (near-surface in these locations), the project team determined that these sites would not pose a risk to construction or to the general public once the facility were completed. This assessment has been clarified in the Final Environmental Impact Statement on page 4-165.
9	Hazardous Materials	The corridor analysis revealed sites that would need further assessment during the property acquisition phase of the project, if an action alternative were to become the Selected Alternative. The Arizona Department of Transportation employs a phased approach to site assessment that allows time for cleanup of any sites found to have hazardous waste issues. The project team concluded from the level of analysis conducted during the environmental impact statement process that the types of sites likely to be acquired contain common hazardous waste issues like underground storage tanks, asbestos and lead paint in buildings, and other commonly found issues (see Draft Environmental Impact Statement page 4-153). The Arizona Department of Transportation maintains a process for addressing these issues in accordance with all applicable environmental laws and regulations.
10	Traffic	Discussions of traffic on arterial streets considers those arterials streets in and around the entire Study Area, not just in Ahwatukee Foothills Village. The traffic projections for Chandler Boulevard (see Figure 3-12 on page 3-29 of the Final Environmental Impact Statement do show a reduction with the proposed freeway when compared with conditions without the proposed freeway. The travel time comparison shown in Figure 3-17 on page 3-34 of the Draft Environmental Impact Statement included a trip from Ahwatukee Foothills Village to Downtown Phoenix using Interstate 10, not the proposed freeway. This trip would take 5 or 6 minutes less with the proposed freeway in place when compared with conditions without the proposed freeway. The duration of level of service E or F (represents stop-and-go traffic) for the existing conditions and future conditions without the proposed freeway are shown in Figure 1-9 and 1-10 in the Draft Environmental Impact Statement. In both conditions there are more than 3 hours of congested conditions during the morning and evening commuting periods on a number of the region’s freeways, especially Interstate 10.
11	Design	The proposed connection to Interstate 10 (Papago Freeway) at 59th Avenue would include substantial improvements (widening) along Interstate 10 to provide adequate operations on Interstate 10 in the area of the junction and to allow traffic moving to and from the South Mountain Freeway to enter and exit the Interstate 10 main line (see page 3-49 of the Final Environmental Impact Statement). The design of the proposed Interstate 10 and South Mountain Freeway system traffic interchange at 59th Avenue has received preliminary acceptance from the Federal Highway Administration, subject to completion of the National Environmental Policy Act process.

Code	Comment Document

Code	Issue	Response
12	Construction	<p>The contractor submits a written blasting plan to the Arizona Department of Transportation prior to beginning any blasting work. The Arizona Department of Transportation Resident Engineer then ensures that the contractor has followed all requirements for a blasting permit. Prior to blasting, the areas where rock fragments may fall is mapped to ensure there will be no property damage. Residents in the area are notified of any blasting activity (see Draft Environmental Impact Statement page 4-115). Blasting is avoided if standard earthmoving equipment can be used.</p>
13	Cultural Resources	<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>
14	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.)</p>

Code	Comment Document

Code	Issue	Response
15	Utilities	If an action alternative were to become the Selected Alternative, during construction residents shall be notified at least 24 hours in advance of any temporary outages needed for utility relocations by the Arizona Department of Transportation or the utility company that owns the facility (see Draft Environmental Impact Statement page 4-162). The Arizona Department of Transportation typically coordinates and collaborates closely with the utility companies and the contractors to prevent any temporary outages.
16	Noise	<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 in the Noise Analysis Technical Report prepared for the Final Environmental Impact Statement, the proposed South Mountain Freeway was modeled in the latest version of the Traffic Noise Model (ver. 2.5). This is a three-dimensional model that factors in elements of the proposed freeway using x, y, and z coordinates. The model did account for the elevations of the freeway, nearby homes, which may be elevated above the roadway, and any recommended barriers between the homes and freeway. This is the same procedure and same model used for other freeway projects in the Valley and across the country.</p>
17	Design	The current level of engineering is used to determine the limits of environmental and construction impacts due to the proposed freeway. The location and profile of the freeway are evaluated to minimize potential changes to the freeway as the design level would progress. The current level of engineering is an accepted industry standard for determining impacts. (See Draft Environmental Impact Statement sidebar on page 3-40 for more discussion.)
18	Traffic	The freeway construction staging plan for the area along Pecos Road would allow for keeping east–west travel open during construction. One side of the freeway would be constructed while traffic remained on Pecos Road. When complete, traffic would be shifted from Pecos Road to the new freeway. At that time, the other side of the freeway would be built. Therefore, traffic would be able to continue to operate as it currently does during construction. However, temporary detours may be needed during construction. (See Final Environmental Impact Statement page 3-27.)
19	Traffic	<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 Final 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 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>
20	Geology	A search of the Arizona Mineral Industry Location System database, examination of aerial photographs and topographic maps, and field investigation were completed to identify mineral resources and mines in the Study Area. These efforts identified one gold mining claim, six unknown mining claims, and several mining features in the vicinity of the South Mountains. None of these mining claims or features are located within the proposed freeway alignment.

Code	Comment Document
	<div><div><div><div><div><div></div></div></div><div><div><div>From:</div><div>To:</div><div>Subject:</div><div>Date:</div></div><div><div>Sierra Club on behalf of Scott Mittelsteadt Projects</div><div>Comments in opposition to South Mountain Freeway</div><div>Wednesday, July 24, 2013 12:05:40 PM</div></div></div></div></div></div>
	<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>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>OPPOSE!</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. 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. Scott Mittelsteadt 14602 N 19th Ave Unit 112 Phoenix, AZ 85023-7104</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
	(602) 653-0735

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

Code	Comment Document
4214	<div><p>1 MR. MOCKUS: Perfect. Thank you.</p><p>2 Thank you for your time and opportunity</p><p>3 to speak. It's been 35 years since the idea of the</p><p>4 202 link has been put on the books, and I can't</p><p>5 understand why all the questions and concerns</p><p>6 regarding this roadway have not been addressed for</p><p>7 that length of time. It makes me really wonder how</p><p>8 other roadway and roadway improvements have been</p><p>9 brought up and approved and built within reasonable</p><p>10 amounts of time, and this goes on and on and on.</p><p>11 Actually, I'm going to speculate that</p><p>12 most every other major roadway project has been built</p><p>13 since the time this one has been proposed. Is this</p><p>14 bureaucracy at its worst or is it just a slight to</p><p>15 our community and a lack of concern for a community</p><p>16 desperately in need of easier, safer, and more</p><p>17 economical means of commute.</p><p>18 We now have construction of the 303,</p><p>19 which I'm sure has not been on the books for 30</p><p>20 years, flying along and due to be completed within</p><p>21 the next two years. This roadway, in comparison,</p><p>22 does not begin to alleviate the congestion and travel</p><p>23 time that this 202 extension will for the community</p><p>24 of Laveen and surrounding communities, yet it was</p><p>25 planned, developed, and built in less than 30 years.</p></div> <div>Page 14</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response

Code	Comment Document
1	<div>1 As you can tell, I'm a proponent for this project, I</div> <div>2 look forward to the development and ease of travel it</div> <div>3 will bring to our community and also surrounding</div> <div>4 communities.</div> <div>5 There are those who may oppose its</div> <div>6 construction for many reasons, some just and some not</div> <div>7 so just. And those that are just plain out there,</div> <div>8 plain nonsensical. I ask that you take a look at the</div> <div>9 need of the community as a whole and put yourself in</div> <div>10 our place to see how the benefits for an entire</div> <div>11 community outweigh the views of those with personal</div> <div>12 and monetary reason, and continue to construct</div> <div>13 construction of this very important artery, bringing</div> <div>14 life blood to our communities.</div> <div>15 Sometimes I begin to believe that our</div> <div>16 diversity may be the reason our community has to wait</div> <div>17 30 years for something that other communities get</div> <div>18 immediately. Please prove me wrong and proceed</div> <div>19 immediately with construction. I also ask that</div> <div>20 construction begin from the southeast and proceed to</div> <div>21 the northwest, allowing the passage from Laveen to</div> <div>22 the East Valley to open as soon as possible.</div> <div>23 They had done this for the 303 from I-17</div> <div>24 to Happy Valley Road, while the remainder is still</div> <div>25 being constructed. I also believe no road should be</div>
	<div>Page 15</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

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

Code	Comment Document
	<div><div><div>1 built unless there is a sidewalk or a trail for</div><div>2 pedestrian and bike traffic next to it, so a person</div><div>3 should be able to travel any way you can. Now is the</div><div>4 time to make that possible.</div><div>5 In closing, I ask that we build the road</div><div>6 now. 30 years is long enough and as we all know,</div><div>7 costs have gone up substantially and will continue to</div><div>8 rise with each day, week, month, year, or, in this</div><div>9 case, three decades, we wait.</div><div>10 When first proposed, it was with the</div><div>11 future needs in mind. Well, the future has arrived.</div><div>12 It is time to act. We cannot wait any longer.</div><div>13 Thank you very much. I appreciate you</div><div>14 listening.</div><div>15 THE FACILITATOR: Thank you, Mr. Mockus.</div><div>16 Just one note. For those of you who are,</div><div>17 I understand it's very difficult sometimes in working</div><div>18 with prepared notes to keep in mind the time here.</div><div>19 So if you would, from time to time, if you are</div><div>20 working from notes, please take time out to</div><div>21 double-check the time. You're doing a great job and</div><div>22 we appreciate that. Thank you.</div><div>23 Sandy Bahr.</div><div>24 MS. BAHR: Thank you. My name is Sandy</div><div>25 Bahr. I'm the chapter director for the Sierra Club</div></div><div>Page 16</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Issue	Response
1	Neighborhoods/ Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
2	Neighborhoods/ Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
3	Economics, Socioeconomics	Businesses that would be directly and adversely affected by the Preferred Alternative, if it were the Selected Alternative, would be mitigated through relocation or site purchase at fair market value. Construction of the proposed facility would likely generate additional business and jobs in the corridor upon implementation because of the improved access it would provide.
4	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <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 4-169 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas. The viewing distances and relative sizes of the “lights in the night” would be comparable. The open views of the desert and of the Sierra Estrella would remain unchanged.
6	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
7	Section 4(f) and Section 6(f)	
8	Cultural Resources	
9	Purpose and Need, Lack of Support	
10	Trucks	
11	Purpose and Need, Truck Bypass	
12	Alternatives, No- Action (No-Build) Alternative	

Code

Comment Document

From: [Kristen Molina](#)
To: [Projects](#)
Subject: South Mountain Freeway - Comment
Date: Wednesday, July 24, 2013 3:09:07 PM
Importance: High

Dear All,

I am writing to, once again, express my opposition to and concern over the proposed South Mountain Freeway. My family and I have been residents of Ahwatukee for over 10 years, living in the Mountain View Community. After investigating the information available these are my opinions:

- It is irrefutable that neighborhoods, including my own, schools, churches, and many businesses will be negatively impacted by air pollution, light pollution, noise pollution by both the construction and the existence of the proposed South Mountain 202 Freeway.
- A significant portion of South Mountain, sacred land, will be destroyed.
- CANAMEX Truck Bypass will introduce new, potent pollution to the valley
- This freeway is a waste of significant taxpayer dollars that could be better spent elsewhere
- Ahwatukee is filled with individuals and families that care deeply about their community. It's more than a community – it's a huge family. I have never lived in a place like it and would never want to leave. However, the proposed freeway, which once was planned to run through my backyard (literally), will now force my family to be uprooted.

My family and I are requesting a 'no build' or 'no action' alternative to the current plans.

Thank you for your time and consideration.

Sincerely,

Kristen Molina

2753 W. Redwood Lane
Phoenix, AZ 85045

Code	Issue	Response
1	Neighborhoods/ Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
2	Neighborhoods/ Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
3	Economics, Socioeconomics	Businesses that would be directly and adversely affected by the Preferred Alternative, if it were the Selected Alternative, would be mitigated through relocation or site purchase at fair market value. Construction of the proposed facility would likely generate additional business and jobs in the corridor upon implementation because of the improved access it would provide.
4	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <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 4-169 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas. The viewing distances and relative sizes of the “lights in the night” would be comparable. The open views of the desert and of the Sierra Estrella would remain unchanged.
6	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
7	Section 4(f) and Section 6(f)	
8	Cultural Resources	
9	Purpose and Need, Lack of Support	
10	Trucks	
11	Purpose and Need, Truck Bypass	
12	Alternatives, No- Action (No-Build) Alternative	

Code	Comment Document
1	<div><div><div><div><div></div><div><div>From: Projects</div><div>To: ADOT</div><div>Subject: FW: Build the South Mountain Freeway</div><div>Date: Tuesday, May 14, 2013 9:46:14 AM</div></div></div></div><div><div>-----Original Message-----</div><div>From: Sylvia Mondero [mailto:m0nday@aol.com]</div><div>Sent: Friday, May 10, 2013 11:24 AM</div><div>To: Projects</div><div>Cc: info@buildthe202.com</div><div>Subject: Build the South Mountain Freeway</div></div><div>Please build the south Mt.freeway. The 202.</div><div>Sent from my iPhone</div><div><div>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.</div><div>.</div></div></div></div>

Code	Issue	Response
1		Comment noted.

Code

Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/20/13	INCOMING CALL TIME: 3:02 PM
CALLER: JENNY MONTEON	CALLER ADDRESS: 8127 N. 18 TH PLACE, PHOENIX, ARIZONA 85020
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

I'd like to propose that the South Mountain freeway be built. And I approve of that. Thank you.

1

Code	Issue	Response
1		Comment noted.

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

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<div data-bbox="202 435 261 493">1</div>	<div data-bbox="428 342 606 364">Randall Moore</div> <div data-bbox="814 340 1330 358">Document Created: 5/21/2013 3:40:10 PM by Web Comment Form</div> <div data-bbox="388 368 1330 600"><p>I AM For the 202 XTention "On-Rez-Alignment" if the State of Arizona has the time to, I own land on the Gila River reservation and may possibly have it under the 202 Loop,BUT the safety of the car drivers is paramount ! Putting drivers at work in less time, parked vehicle, from 9am-5PM KEEPS POLLUTION outta the AIR.(ie.meaning getting these drivers quicker to work from home)BUT, if the Gila River Reservation realizes the OPPORTUNITIES at hand set down by the State of Arizona, and take advantage of these Long-Term Opportunities for their kids and grand-children and Elders</p></div>

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

Code	Issue	Response
1		Comment noted.

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	<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	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	<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	Health Effects	
6	Section 4(f) and Section 6(f)	
7	Biology, Plants, and Wildlife	

(Responses continue on next page)

Code	Comment Document

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

Code

Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 4:52 PM
CALLER: JACK MOORE	CALLER ADDRESS: 1445 S. PARK ROSE CIRCLE, GILBERT, AZ 85296
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

I support this freeway and hope it's done soon. Thank you.

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	4386
	<div><div>1 I support the South Mountain freeway. I've seen a lot of</div><div>2 economic development and an enhanced community as a</div><div>3 result of the freeways that have been built here. I</div><div>4 think they're beautiful the way ADOT does it and I</div><div>5 strongly encourage acceptance of this. Thank you.</div><div>6 THE FACILITATOR: Thank you.</div><div>7 I'll try Ana Morago again.</div><div>8 MS. MORAGO: Hi, my name is Ana Morago, I am</div><div>9 from Gila River Indian Community. Well, this is kind</div><div>10 of -- I've been doing this for two years now, urging ADOT</div><div>11 not to build the freeway at all, because we hold the</div><div>12 South Mountain sacred to four tribes, actually: Akimel</div><div>13 AuAuthm, Akimel O'odham, Tohono O'odham, and Ak Chin.</div><div>14 These tribes all hold this ground sacred, and if you</div><div>15 blast through this mountain you're going to be dealing</div><div>16 with four tribes trying to save the mountain as well as</div><div>17 the wildlife and the plant life that live on there.</div><div>18 I read the EIS last night talking -- or trying</div><div>19 to get ideas for talking points, and one that we really</div><div>20 need to look at is the water. Water is the source of all</div><div>21 life. When I read it, there's hazardous materials are</div><div>22 going to be going underground, water wells, lots of</div><div>23 wells, surface water is going to be contaminated as well</div><div>24 as polluted, as well as our Sonoran Desert tortoise as a</div><div>25 newly endangered species list now, as well the Mexican</div></div>
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Code	Issue	Response
1	Cultural Resources	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Biology, Plants, and Wildlife	
3	Hazardous Materials	The corridor analysis revealed sites that would need further assessment during the property acquisition phase of the project, if an action alternative were to become the Selected Alternative. The Arizona Department of Transportation employs a phased approach to site assessment that allows time for cleanup of any sites found to have hazardous waste issues. The project team concluded from the level of analysis conducted during the environmental impact statement process that the types of sites likely to be acquired contain common hazardous waste issues like underground storage tanks, asbestos and lead paint in buildings, and other commonly found issues (see Draft Environmental Impact Statement page 4-153). The Arizona Department of Transportation maintains a process for addressing these issues in accordance with all applicable environmental laws and regulations. The West Van Buren Water Quality Assurance Revolving Fund found within the proposed footprint would not be within the construction zone, which is known to contain six contaminants in the groundwater at a depth of 30 to 60 feet.
4	Groundwater	If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner would be compensated by drilling a new well according to State regulations/standards. (See text box on Final Environmental Impact Statement page 4-108.) If an action alternative were to become the Selected Alternative, during project implementation a Stormwater Pollution Prevention Plan that would establish best management practices for sediment and erosion control would be completed. These best management practices would be in place and maintained for the duration of construction to ensure that erosion and pollution from sediment and other pollutants running downstream would be minimized. The proposed project would require water quality certification under Section 401 of the Clean Water Act (see Draft Environmental Impact Statement pages 4-110 through 4-112). To reduce the potential impact of contaminants such as oil, grease, soil, and trash, settling basins would be used to collect water and allow materials to settle. The basins could also serve to contain chemical spills resulting from vehicle accidents. Each basin would be designed to contain a certain rainfall runoff volume before allowing discharge. If an accident were to occur, and the basins were dry at the time of the accident, the spill volume, in most cases, could be accommodated. These settling basins would require periodic cleaning (see Draft Environmental Impact Statement page 4-99).

Code	Comment Document
2	<div><p>1 spotted owl and the burrowing owl will lose their habitat</p><p>2 on the mountain.</p><p>3 I keep going back to a meeting I went to when</p><p>4 people keep saying that we don't know how to preserve our</p><p>5 land. Well, our ground that we have in Gila River has</p><p>6 been there for so many generations, we do not touch it,</p><p>7 we do not mess with it, we are just people that preserve</p><p>8 the land, that keep the land strong as it is right now.</p><p>9 Sorry for getting emotional, because I do this</p><p>10 for my family; my little nephew, he's on the other side</p><p>11 of the mountain and he's going to be the one who is going</p><p>12 to be most affected by the pollutants that are going to</p><p>13 be by the freeway, by the construction, by the road, by</p><p>14 the cars, vehicles, everything, he's going to be affected</p><p>15 and he's only three years old, five years old, and</p><p>16 it's -- I don't know what to say, it's just crazy. Thank</p><p>17 you. Please don't build this freeway.</p><p>18 THE FACILITATOR: Thank you.</p><p>19 If you'd like to speak, please go out to the</p><p>20 registration desk, get registered, and we'll have your</p><p>21 name up here. Thank you.</p><p>22 Again, if you'd like to speak, please register</p><p>23 out front.</p><p>24 Cade Rowley. Did I get the name right?</p><p>25 MR. ROWLEY: Close enough.</p></div> <div><p>Page 41</p><p>Driver and Nix Court Reporters - (602) 266-6525</p><p>www.drivernix.com</p></div>
6	

Code	Issue	Response
5	Surface Water	<p>If an action alternative were to become the Selected Alternative, during project implementation a Stormwater Pollution Prevention Plan that would establish best management practices for sediment and erosion control would be completed. These best management practices would be in place and maintained for the duration of construction to ensure that erosion and pollution from sediment and other pollutants running downstream are minimized. The proposed project would require water quality certification under Section 401 of the Clean Water Act (see Draft Environmental Impact Statement pages 4-110 through 4-112).</p> <p>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.</p>
6	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
	<div>4396</div> <div><div><div>1take my home. Honestly, I don't want to be around if a</div><div>2freeway is not built. This corridor is extraordinarily</div><div>3important to congestion and to the future of Ahwatukee.</div><div>4Ladies and gentlemen of the committee, the two</div><div>5polls I want to submit to the record today, the voters</div><div>6have spoken three times on this issue: Once in 1985, one</div><div>7in 2004, and again with the poll that we submitted or</div><div>8will be submitting here today. We must bring this EIS to</div><div>9its conclusion; 12 years of study, this corridor flies in</div><div>10the face of the voters who voted this project in. There</div><div>11is no more important project to area commuters and</div><div>12workers in the southbound freeway project. We must build</div><div>13it now. Thank you very much.</div><div>14THE FACILITATOR: Thank you, Mr. Martin.</div><div>15I'd like to invite our next speaker, Joseph</div><div>16Morago.</div><div>17Welcome, Mr. Morago. You have three minutes.</div><div>18MR. MORAGO: For the record, it's Joseph Morago.</div><div>19Good afternoon, my name is Joseph Morago. I was born and</div><div>20raised in Arizona, I'm a Native American from Akimel</div><div>21AuAuthm tribe, a member of Gila River Alliance for a</div><div>22Clean Environment, as well as PARC. I'm here today to</div><div>23state my opposition for the proposed South Mountain</div><div>24Loop 202 freeway. After reviewing the DEIS, I was</div><div>25shocked to learn how little information is present in</div></div><div>Page 54</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Comment Document
1	1 this draft. Your data is inaccurate and outdated. The
2	2 2005 joint air-toxins-assessment program study was not
3	3 included. Risk from hazardous cargo being transported on
4	4 that route was not properly addressed or included. The
5	5 issues of particulate matter and the air quality problems
	6 that Maricopa already faces have not been properly
	7 addressed, and the health and safety of our children,
	8 elderly, and people with weak immune systems have not
	9 been addressed.
	10 In 2003 a health-assessment study was conducted
	11 by the University of Southern California. They were
	12 addressing the health effects of living around the
	13 freeway and what these potential health effects could be.
	14 The study proves that asthma rates will go up, risk of
	15 heart disease, cancer, and birth defects, all of this
	16 goes up.
	17 To the residents of Laveen talking about needing
	18 a hospital and other infrastructure to ease the burden of
	19 living in the Southwest Valley, I'm here to tell you that
	20 this freeway will not solve these issues. It will still
	21 have the pollution, health will get worse, and not to
	22 mention you're polluting the environment and destroying
	23 the natural beauty of South Mountain.
6	24 Which brings me to my next concern is the
7	25 cultural significance of South Mountain. Archeologists
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Code	Issue	Response
1	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Air Quality	Summary information about the findings of the Joint Air Toxics Assessment Project study is provided as background information in the Draft and Final Environmental Impact Statements, but the study itself is not relevant to the type of analysis done pursuant to the Federal Highway Administration's mobile source air toxics guidance, which is an emissions analysis. Monitored ambient concentrations of mobile source air toxics (the focus of the Joint Air Toxics Assessment Project) do not inform this type of analysis. While monitoring data can be useful for defining current conditions in the affected environment (to the extent that the monitoring data are current), they don't tell us anything about future conditions, or the impacts of the project itself, which is why an emissions analysis was performed. The mobile source air toxic analysis presented beginning on page 4-77 of the Final Environmental Impact Statement is an estimated inventory of mobile source air toxic emissions for the entire Study Area for 2025 and 2035. This approach was used because the inventory estimate accounts for changes in traffic and emissions on all roadways affected by a proposed project, and would, therefore, be a more reliable predictor of changes in exposure to mobile source air toxics. The mobile source air toxics emission modeling developed for the project (which factored in the U.S. Environmental Protection Agency's recent rules for the 2035 analyses) and discussed beginning on page 4-77 of the Final Environmental Impact Statement found little difference in total annual emissions of mobile source air toxics emissions between the Preferred and No-Action Alternatives (less than a 1 percent difference) in 2025 and 2035. With the Preferred Alternative in 2035, modeled mobile source air toxics emissions would decrease by 57 percent to more than 90 percent, depending on the pollutant, despite a 47 percent increase in vehicle miles traveled in the Study Area compared with 2012 conditions.
3	Hazardous Materials	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
4	Air Quality	
5	Health Effects	
6	Section 4(f) and Section 6(f)	
7	Cultural Resources	

Code	Comment Document
8	<p>1 in the '70s and the '80s have studied, documented, and</p> <p>2 written books about petroglyphs and other artifacts</p> <p>3 discovered on the South Mountain over the past 40 years.</p> <p>4 The Gila River Indian Community elders, cultural</p> <p>5 resources department, community members have told MAG,</p> <p>6 ADOT, and the State of Arizona of the cultural</p> <p>7 significance of this mountain and what it means to us. I</p> <p>8 consider this racial discrimination. You are</p> <p>9 discriminating against our people and what they believe</p> <p>10 in.</p> <p>11 This is not the first time Maricopa County has</p> <p>12 done this. They are doing this to North Mountain Church,</p> <p>13 who has already moved because of the freeway, they did</p> <p>14 that when they expanded the airport, there's the church</p> <p>15 in the middle of -- just in the middle of the city</p> <p>16 between 16th and 24th Street because of progress. This</p> <p>17 needs to stop. This will not help the community, this</p> <p>18 will not benefit the people, not to mention what it'll do</p> <p>19 to the environment and the plants and animals and the</p> <p>20 natural habitat. I thank you for your time.</p> <p>21 THE FACILITATOR: Thank you, Mr. Morago.</p> <p>22 We'd like to welcome our next speaker,</p> <p>23 Mr. Robert Knight.</p> <p>24 Welcome, Mr. Knight. You have three minutes.</p> <p>25 MR. KNIGHT: Thank you. My name is Robert Nick</p> <p>Page 56</p> <p>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
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>
9	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>

Code	Comment Document
	5052
1	<p>1 MR. MORAGO: My name is Joseph Morago. I am a Gila 2 River Community member living in District 3. This is a comment 3 for the DEIS. The main thing that I want -- or I have several 4 points that I want to touch on. 5 There was one thing that I wanted to touch on, is, 6 first of all, is the environmental effects of this freeway. 7 According to the -- the DEIS, I didn't see much talk about the 8 JTAP study. Also, the study that was conducted by Gila River 9 DEQ, as far as air quality and the way that this freeway will 10 affect. I didn't see much in the way of how it will affect 11 plants and animals and their natural habitat.</p>
2	<p>12 There has been reports -- The Capitol Times 13 reported that it would affect the migration. Sierra Club has 14 said that it would -- that 50 percent of animals don't survive 15 if their natural migration routes are interrupted.</p>
3	<p>16 There is a lot of plants that are affected. And 17 scientists at the University of Arizona are studying the death 18 of saguaro cactus due to environmental effects, and this 19 freeway will definitely affect that. 20 The second thing I want to address is the -- is the 21 health effects of -- of this freeway. First of all, the 22 potential effects. Asthma rates will go up. There are studies 23 now that diabetes is related to environment. Diabetes rates 24 will go up. Pulmonary -- Pulmonary cardiovascular diseases 25 will go up. All these health effects, these are the potentials</p>
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Code	Issue	Response
1	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 mobile source air toxics emission modeling developed for the project (which factored in the U.S. Environmental Protection Agency's recent rules for the 2035 analyses) and discussed beginning on page 4-77 of the Final Environmental Impact Statement found little difference in total annual emissions of mobile source air toxics emissions between the Preferred and No-Action Alternatives (less than a 1 percent difference) in 2025 and 2035. With the Preferred Alternative in 2035, modeled mobile source air toxics emissions would decrease by 57 percent to more than 90 percent, depending on the pollutant, despite a 47 percent increase in vehicle miles traveled in the Study Area compared with 2012 conditions.</p>
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>
3	Health Effects	

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

Code	Comment Document
7	<p>1 saying on how freeways affect people, by living within a</p> <p>2 thousand yards, a quarter mile, a half mile, a mile, and the</p> <p>3 effects that, the closer that you are to the freeway, the more</p> <p>4 effects that -- adverse health effects that you will have.</p> <p>5 The second issue that I want to pinpoint is -- has</p> <p>6 to deal with the cultural impacts and lifestyle impacts. South</p> <p>7 Mountain is a sacred mountain to the Gila River Indian</p> <p>8 Community, among other tribes: The Tohono O'odham tribe; the</p> <p>9 CRIT tribe, which is the Colorado River Indian Tribe; Salt</p> <p>10 River; Ak-Chin; Quechan Tribe, and they're from -- they're from</p> <p>11 Yuma.</p> <p>12 All of these -- All of these tribes have</p> <p>13 acknowledged the cultural significance.</p> <p>14 A Phoenix archeologist, a former Phoenix</p> <p>15 archeologist, wrote a book in around 1990 about the -- the</p> <p>16 petroglyphs that are in -- located in South Mountain.</p> <p>17 Cultural Resources from the Gila River Indian</p> <p>18 Community has identified a source of cultural significant</p> <p>19 places.</p> <p>20 Some of these petroglyphs date back to the Hohokam</p> <p>21 era, which we are direct descendants from. We have had studies</p> <p>22 that prove that that's our lineage, that these are, in fact --</p> <p>23 that those are our ancestors.</p> <p>24 So those are the -- Those are the cultural effects</p> <p>25 that -- that this freeway will impact.</p>
8	

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Code	Issue	Response
7	Cultural Resources	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
8	Cultural Resources	The freeway alternatives were surveyed for archaeological sites, which include petroglyphs (rock art). The archaeological survey documented several petroglyph locations. Subsequently, the freeway alternatives were redesigned to avoid the petroglyph sites. No petroglyphs would be destroyed by implementation of the proposed freeway. Because right-of-way fencing would limit access from the proposed freeway, damage to petroglyph sites would not be facilitated (see Final Environmental Impact Statement pages 4-160 and 4-187).

Code Comment Document

9

1 Okay, lifestyle effects for Natives, for Native
2 Americans. There's places that we hold sacred ceremonies.
3 There are places where we go and collect native plants for
4 ceremonies, such as the greasewood. We call it shegoi in our
5 native language. And these are native plants.

6 Right now, it's the -- in the month of June is the
7 harvest season for the saguaro cactus fruit.

8 And so that's -- These are things that are
9 affected, not to mention the, you know, the hikes and the
10 retreats, the stuff that we do -- that we do on South Mountain.

11 As far as non-Natives, non-Native Americans, South
12 Mountain has many hiking trails. We have cyclists that ride
13 their bikes through this area. We have joggers that run in the
14 mountains. You know, there's -- There's a lot of people that
15 use this.

16 And, although they -- Although they say that it's a
17 small -- Although they say it's a small percentage of the
18 mountain, you know, we have talked to non-Natives that say that
19 they -- you know, if the freeway goes through, they will not
20 ride their bikes in this area. They will not. That's one of
21 the reasons that they do come out here, was that they're --
22 that they're able to do it.

23 Another thing that is -- The last thing that I want
24 to say is the dangers and the hazards of this freeway. Not
25 only -- Not only the health effects that I've stated before,

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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.

Code	Comment Document
10	<p>1 but -- and the environmental effects, but I'm worried about</p> <p>2 hazardous materials and chemicals that are going to be</p> <p>3 transported on this freeway.</p> <p>4 There's -- The thing that I noticed from the video</p> <p>5 that disturbed me the most is that -- is there's very few exits</p> <p>6 on the freeway. There's sections, there's miles, where there</p> <p>7 is no exit and -- exit or entrance. There are -- Through the</p> <p>8 majority -- Through the eastern part, through the E1 Alignment,</p> <p>9 the east part, the east portion, the east portion of the</p> <p>10 freeway, there's no frontage roads. If you are on the freeway</p> <p>11 and there is an accident, there is no way to get off. There is</p> <p>12 nowhere to go. There is exits every few miles, and then</p> <p>13 they're not very close together.</p> <p>14 According to the video, there is one on</p> <p>15 40th Street; there is one on 42nd Street. There is a big gap</p> <p>16 between -- let me see that. There is a gap between 24th Street</p> <p>17 and 17th Avenue.</p> <p>18 That's a very big stretch not to have any -- any</p> <p>19 way to get off of the freeway. And, if you have a</p> <p>20 hazardous-material incident on the freeway, it could possibly</p> <p>21 lead to loss of life because there is no way to evacuate that</p> <p>22 area. There is no way to evacuate the City of Phoenix. If</p> <p>23 it's closer to 51st Avenue where it cuts -- this area, where</p> <p>24 we're presently located, there's no way to evacuate this area</p> <p>25 if there is a hazardous chemical spill. If it creates a plume</p>
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Code	Issue	Response
10	Hazardous Materials	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
11	Design	<p>The locations of the planned traffic interchanges were determined in coordination with the Gila River Indian Community and City of Phoenix. The current plan balances the need to minimize impacts on the adjacent community with the need to provide acceptable access to the region's transportation system. The interchange locations for the proposed freeway are (see Figure 3-28, on Draft Environmental Impact Statement page 3-51):</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

Code	Comment Document
10	<div>1 of gas, of any kind of release, it will float forever, float</div> <div>2 wherever the winds are blowing it. They'll literally blow in</div> <div>3 the direction. And there is no way to get out of this area.</div> <div>4 So the potential for loss of life is very -- is</div> <div>5 extremely high. It could create a disaster, not to mention the</div> <div>6 dangers that it holds to the -- to the first responders. It's</div> <div>7 going to take a while for the first responders to get to these</div> <div>8 accidents, to get to these places.</div> <div>9 And there's not enough planning in it to -- There</div> <div>10 is really no mention of, in the DEIS, of an effective way to</div> <div>11 evacuate this area should -- especially along the E1 Alignment.</div> <div>12 There is really -- which borders Ahwatukee, which borders South</div> <div>13 Phoenix, which borders the Gila River Indian Community. There</div> <div>14 is -- There is no way to get away from anything that should</div> <div>15 potentially happen.</div> <div>16 And those are the dangers, not only to the dangers</div> <div>17 of the environment afterwards, you know, just because, once a</div> <div>18 chemical is released, it will get into the plants. It will get</div> <div>19 into the ground. It could possibly potentially contaminate</div> <div>20 ground water.</div> <div>21 They talk about our -- I saw on the video, about a</div> <div>22 canal system or drainage system that could go awry. This could</div> <div>23 potentially be contaminated by whatever hazardous incidents</div> <div>24 that could potentially happen with this freeway.</div> <div>25 And because of all of these -- the health effects;</div> <div>Page 48</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

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

Code	Comment Document
	<div><div><div>1the environmental effects; the cultural and lifestyle effects; 2and the dangers of having hazardous materials, as well, that 3would be transported on this freeway -- I am against this 4freeway and I feel that it should not be built. 5And I will continue to fight to keep this freeway 6from being built, at all, not just on Gila River, but off Gila 7River or wherever it's located. I am totally against the 8Loop 202 Freeway. And I will fight to keep it from being 9built. 10Thank you. 11(The public hearing proceedings concluded at 12:01 p.m.) 12 13 14 15 16 17 18 19 20 21 22 23 24 25</div></div><div>Page 49 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Comment Document
4201	<div><div><div>1 of it, but nobody thought of it.</div><div>2 All of the east/west highways, interstate</div><div>3 highways end in a zero, I-40, I-10, I-20, I-50, I-60.</div><div>4 All of the north/south ones end in usually a five, but</div><div>5 they don't have to be a five. All of the diagonals are</div><div>6 three numbers that usually end in either a five or zero.</div><div>7 Look at the map sometime. You'll see what I'm talking</div><div>8 about.</div><div>9 Where did the idea come from?</div><div>10 Well, when Eisenhower was in Germany in</div><div>11 World War II Hitler had built these highways to move</div><div>12 troops, materials, and whatnot. Eisenhower brought this</div><div>13 idea back to the U.S. and did the same thing. The</div><div>14 original reason for building the interstate system was to</div><div>15 be able -- we were still in the cold war -- was to be</div><div>16 able to move men and material. All the design</div><div>17 specifications for bridges were to hold up tanks, not</div><div>18 haul a truckload of furniture, but haul up these big low</div><div>19 boys that had tanks on the back of them so when they</div><div>20 drove across it the bridge wouldn't fall in.</div><div>21 Well, there's your history lesson. Thank</div><div>22 you.</div><div>23 MR. MORALES: I'll keep it short. I'm</div><div>24 concerned about the archeological sites. South Mountain</div><div>25 is our most sacred of all sacred mountains. Elder</div></div><div>Page 20</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Comment Document
1	<div>1 Brother came down from God. God brung him down. Elder</div> <div>2 Brother is like Jesus Christ, son of man. We're</div> <div>3 monolithic tribes. We believe in one God. God brought</div> <div>4 Elder Brother, his son, to show us how to live our life,</div> <div>5 the four seasons of life. He was come down to South</div> <div>6 Mountain. South Mountain is where he lives, Elder</div> <div>7 Brother lives.</div> <div>8 We have beautiful petroglyphs. I know for</div> <div>9 a fact in that area where they are going to have a</div> <div>10 freeway, there are archeological sites. When you go</div> <div>11 hiking that mountain, there's areas where it says "No</div> <div>12 Public Access," and if you go behind those no public</div> <div>13 access, you'll see elaborate petroglyphs, sacred sites,</div> <div>14 elaborate village life, big, beautiful. Those things</div> <div>15 have been there -- you see children's hands. You can put</div> <div>16 your hand where little kids were there. That could have</div> <div>17 been your great, great, great, great, great, great</div> <div>18 grandfather's hands, you know.</div> <div>19 It would be heartbreaking to see that</div> <div>20 happen, you know. That mountain is in our four-night</div> <div>21 song ceremony we have. South Mountain is in that song.</div> <div>22 I just want to know -- I understand we've got to have</div> <div>23 advancement. I know we got to have technology. But I</div> <div>24 want to know if that's going to go through, what are they</div> <div>25 going to do about our sacred sites? What are they going</div> <div>Page 21</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

Code	Issue	Response
1	Cultural Resources	<div>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</div> <div>The freeway alternatives were surveyed for archaeological sites, which include petroglyphs (rock art). The archaeological survey documented several petroglyph locations. Subsequently, the freeway alternatives were redesigned to avoid the petroglyph sites. No petroglyphs would be destroyed by implementation of the proposed freeway. Because right-of-way fencing would limit access from the proposed freeway, damage to petroglyph sites would not be facilitated (see Final Environmental Impact Statement pages 4-160 and 4-187).</div>

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

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Code	Issue	Response

Code	Comment Document
	<div><div></div><div><div>1 I would rather it not go through it. When we do our</div><div>2 songs, especially at night when we do our songs and we</div><div>3 talk about Estrella Mountain, we talk about Red Mountain,</div><div>4 who wants to see an ugly freeway? When we do our songs,</div><div>5 especially at night, we talk about Estrella Mountain, we</div><div>6 talk about Red Mountain, we talk about the Four Peaks and</div><div>7 we're doing all-nighters singing all night praising our</div><div>8 sacred mountains. Then we'll see a freeway going</div><div>9 through; you know what I mean?</div><div>10 You wouldn't want -- It would be like</div><div>11 taking the Vatican and building a freeway through the</div><div>12 Vatican. That's what it's like to me and to a lot of my</div><div>13 people.</div><div>14 I know a lot of people are talking about</div><div>15 civil disobedience when the road goes up, you know.</div><div>16 They're talking about civil disobedience. And I'll be</div><div>17 there with them. I'm a veteran.</div><div>18 That's all I want to say.</div><div>19 UNIDENTIFIED SPEAKER: I'm in the Dusty</div><div>20 Lane community. It doesn't matter which way the freeway</div><div>21 goes. Our house will be bought out. So it's a good</div><div>22 thing because of the flow of traffic. I used to actually</div><div>23 drive cross country, big rigs, so I've always thought it</div><div>24 would be a good idea to be able to bypass Phoenix. I</div><div>25 used to take 51st to Riggs Road to go around, to bypass</div></div></div> <div>Page 23</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response

Code	Comment Document
	<div>4415</div> <div><div>1the proposed alternative to build the freeway. Thank</div><div>2you.</div><div>3THE FACILITATOR: Thank you.</div><div>4Phillip Morales.</div><div>5Use this microphone, please.</div><div>6MR. MORALES: Good evening. Thank you for</div><div>7letting me speak. I'm kind of emotional right now, but</div><div>8I'm a veteran, I'm a Gila River Community member, I speak</div><div>9my language, I'm very related to my culture.</div><div>10South Mountain is the most sacred mountain we</div><div>11have for the Akimel and O'odham people. And I know</div><div>12that's -- I'm from District 6 and I know that that</div><div>13freeway's going to go through our cultural sites.</div><div>14Elaborate petroglyphs that our great-, great-, great-,</div><div>15great-grandfathers kids' hands put their hands on there.</div><div>16You know, I could put my hand on there, I know I'm</div><div>17touching their hands from hundreds of years ago.</div><div>18Suhu, man of the maize, you all know was -- this</div><div>19was the son of God, like Jesus Christ, it was son of our</div><div>20mountain tribes, we are all related to one God. He came</div><div>21down from heaven, we call him elder brother Suhu, he came</div><div>22and lived in South Mountain and he showed us how to live</div><div>23our life, the four stages of life: How to respect, how</div><div>24to learn your language, your first love, when you have a</div><div>25family do it right, then your third sage is to become</div></div> <div>Page 88</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response
1	Cultural Resources	<div>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</div> <div>The freeway alternatives were surveyed for archaeological sites, which include petroglyphs (rock art). The archaeological survey documented several petroglyph locations. Subsequently, the freeway alternatives were redesigned to avoid the petroglyph sites. No petroglyphs would be destroyed by implementation of the proposed freeway. Because right-of-way fencing would limit access from the proposed freeway, damage to petroglyph sites would not be facilitated (see Final Environmental Impact Statement pages 4-160 and 4-187).</div>

Code	Comment Document
	<div><div><div>1 childlike again become (speaks in foreign language), 2 become a baby like again, take care of your elders, show 3 them -- you know, but as an elder you have a 4 responsibility to share your knowledge and wisdom. And 5 when you finish all that, you get to go home to heaven, 6 you go back home to Suhu, our God, when you've done all 7 that stuff right. 8 There's elaborate sacred sites; elaborate 9 petroglyphs on South Mountain. You go hike those trails, 10 it says no public access. Well, you go behind those 11 chains and you'll see elaborate petroglyphs there. You 12 know, you go oh, can you do this, can you do this. We 13 have four ceremonial songs, it goes through our four 14 sacred mountains, four nights to all of our sacred 15 mountains, and we sing there and we're looking at our 16 mountain at night, we have an all-nighter, we sing, we're 17 praying; we got to have a freeway going through our 18 mountain? 19 You know, this is our mountain, everybody's 20 mountain, this is where we -- this is where our ancestors 21 are. You wouldn't build a freeway through the Vatican 22 City, would you, desecrate that? That's how we feel. 23 I'm very emotional about this. I'm a veteran, I know 24 what it's like to fight for this country. 25 And my time is up, but I just want to know what</div></div><div>Page 89</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Comment Document
1	<div><p>1 are you going to do about our cultural sites? I know our</p><p>2 rule has something to do with that, but I want to know is</p><p>3 our petroglyphs, is our sacred sights going to be</p><p>4 protected? Are they going to be moved somewhere else?</p><p>5 That's what I want to know. Thank you very much.</p><p>6 THE FACILITATOR: Thank you.</p><p>7 An announcement, please. The last bus will be</p><p>8 running in about five minutes at 7:30 for all</p><p>9 destinations, orange, green, and blue, routes one, two,</p><p>10 and three. Thank you.</p><p>11 Ashley Grace.</p><p>12 Ashley, could you please come to this</p><p>13 microphone.</p><p>14 MS. GRACE: Thank you for letting me speak. I'm</p><p>15 a recent addition to Phoenix, I moved here about a year</p><p>16 and a half ago and I'm a military spouse. South</p><p>17 Mountain, I think, is more important the way it is as a</p><p>18 tourist attraction as one of, you know, Phoenix's points</p><p>19 of pride, the largest -- the largest city park in the</p><p>20 United States, as a place for wildlife. If you put an</p><p>21 interstate through the middle of it, even if you conserve</p><p>22 most of the area for wildlife, they won't be able to</p><p>23 cross between and that creates big problems. You know,</p><p>24 javelina and bobcats and everything else that is out</p><p>25 there, they don't really have a very easy time crossing</p></div> <div><p>Page 90</p><p>Driver and Nix Court Reporters - (602) 266-6525</p><p>www.drivernix.com</p></div>

Code	Issue	Response

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

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div><p>From: Projects To: ADOT Subject: FW: Pro 202 Date: Wednesday, May 22, 2013 10:48:02 AM</p><hr/><p>-----Original Message----- From: Olga Moralez [mailto:olga_isa@msn.com] Sent: Tuesday, May 21, 2013 8:34 PM To: Projects Subject: Pro 202</p><p>My family and I moved to Laveen in 2009 and we absolutely love it and are here to stay. We cannot wait for the completion of the 202. It will make Laveen an even better place to live with more access to places like Ahwatukee and Chandler and a faster commute to the I 10. Not to mention the business growth that will come to Laveen with the freeway.</p><p>We are for it and can't wait!</p><p>We prefer the 101 alternate :-)</p><p>Thanks,</p><p>Olga Moralez</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><p>.</p></div>

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

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

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

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div>4229</div> <div><div><div>1our world encompasses; it transcends everything that</div><div>2we do.</div><div>3And so with that in mind, I, as a</div><div>4community member, apologize for the disrespect that</div><div>5you get, for the disrespect that ADOT gets in</div><div>6everything. We should not be that way. We should</div><div>7practice a better way to be with you.</div><div>8And that's what I want to thank you about</div><div>9for today. Thank you.</div><div>10THE FACILITATOR: Thank you. Terry</div><div>11Morris.</div><div>12MR. MORRIS: Hello, I'm Terry Morris.</div><div>13I'm a fourth-generation Arizonan, and listening to</div><div>14Mr. Perez just now changed my train of thought a</div><div>15little bit. I had -- my main concern about this</div><div>16project is the -- I believe the lack of attention to</div><div>17the Indian communities in the Maricopa County, as</div><div>18evidenced by the lack of posters in the other room.</div><div>19There's a lot of information over there in the other</div><div>20room, but not very much that I can see that pertain</div><div>21to the impact on the Native American communities.</div><div>22I'm also very concerned about the</div><div>23threatened and endangered wildlife that can be</div><div>24affected. I am an avid hiker, and there are not very</div><div>25many preserve hikes left, where you're not in the</div></div><div><div>1</div><div>2</div></div><div>Page 41</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

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	Biology, Plants, and Wildlife	

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

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

Code	Comment Document
1	<p>From: Projects To: ADOT Subject: FW: Pro-202 So. Mtn loop Date: Tuesday, July 16, 2013 10:07:50 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: ztime77@gmail.com [mailto:ztime77@gmail.com] On Behalf Of James Morris Sent: Monday, July 15, 2013 9:19 PM To: Projects Subject: Pro-202 So. Mtn loop</p> <p>YES! Do the 202 South Mountain loop!</p> <p>It's needed, it's wanted.</p> <p>thanks James</p> <p>This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify the sender. This message contains confidential information and is intended only for the individual named. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.</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> <p>.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div><p>From: Projects To: ADOT Subject: FW: YES on So. Mtn Loop 202 !!!! Date: Thursday, July 18, 2013 10:39:03 AM</p><hr/><p>F Y I</p><p>-----Original Message----- From: ztime77@gmail.com [mailto:ztime77@gmail.com] On Behalf Of James Morris Sent: Thursday, July 18, 2013 10:38 AM To: Projects Subject: YES on So. Mtn Loop 202 !!!!</p><p>Let's create JOBS for AZ!!!! and help the congestion!</p><p>Build the South Mtn 202 loop !!</p><p>thanks, James</p><p>This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify the sender. This message contains confidential information and is intended only for the individual named. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.</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><p>.</p></div>

Code	Issue	Response
1		Comment noted.

Code

Comment Document

1

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 7/24/13	INCOMING CALL TIME: 3:02 PM
CALLER: JENNIFER MORRISON	CALLER ADDRESS: 11340 EAST PORTAL AVENUE, MESA, ARIZONA 85212
PHONE:	EMAIL:
CALLER REMARKS/QUESTIONS: I support the voter approved South Mountain freeway. I believe that no further studies should be done if everything's good we should go forward.	

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div><div><div>LOOP 202</div><div><i>South Mountain</i></div><div>Freeway Study</div></div><div><div>Draft Environmental Impact Statement</div><div>COMMENT FORM</div></div></div><div><div><div>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</div><div>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.</div><div>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</div></div><div><div>It is helpful to ADOT to receive comments on:</div><div><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></div></div><div><div>Comments must be received or postmarked by July 24, 2013.</div><div><div>1</div><div><p>This freeway Loop 202 is so needed in the west side of town. This 202 has been on the books since '85 and has to be the most studied freeway to date. The time is now to get this done. There is no more study needed, it has to be built in order to take some of the heavy traffic off our surrounding roads. We have lived in the Laveen area for 40 yrs and the traffic was nothing we can't even get out on Baseline sometimes because of traffic. Even though it is taking our home with it, the freeway is a must for our community.</p><div><div>Optional</div><div>Name <u>Kathy A. Moss</u> Email <u>kammoss@aol.com</u></div><div>Address <u>7221 S 161st Dr</u></div><div>City <u>Laveen</u> State <u>AZ</u> Zip <u>85339</u></div><div>Phone _____ Fax _____</div></div></div><div><div>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</div><div><div>ADOT TRACS No.: 202L MA 054 HS764 01L • Federal-aid Project No.: NH-202-D(ADY)</div><div><div><div>ADOT</div><div><div>U.S. Department of Transportation</div><div>Federal Highway Administration</div></div></div><div>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</div></div></div></div></div></div></div></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div>4349</div> <div><div><div>1just completely bogus, because nobody visits that</div><div>2portion of the park anyway. It's very insignificant.</div><div>3You know, if they want -- otherwise, how did</div><div>4Squaw Peak -- or actually Piestewa Freeway -- how did</div><div>5that get through. When you go through there, you see</div><div>6big ridges on either side of the freeway. So they --</div><div>7you know, look, how about that? Either that, why don't</div><div>8we just take out that road and replace it to what it</div><div>9was before?</div><div>10But to say a few ridges of the least-used</div><div>11portion of the park would be devastating, it just --</div><div>12it's just, what do you say, really stupid, I would say.</div><div>13And that's what I wanted to add; it's just</div><div>14insignificant.</div><div>15MICHAEL MOSS: I live in the path of the</div><div>16freeway, in Laveen. And I have lived there most of my</div><div>17life. And the traffic over the last ten years has just</div><div>18doubled on the surface streets: on 16th, on Baseline</div><div>19Road, 51st Avenue, 67th Avenue, 91st Avenue.</div><div>20So many people when the freeway I-10 plugs</div><div>21up, they go to the surface streets. And there's</div><div>22accidents and there's just major traffic. They go to</div><div>23the surface streets. They ditch off of I-10. If</div><div>24they're going to the east, they ditch off at 91st or</div><div>2567th Avenue, which takes them to Baseline Road. And</div></div><div>Page 5</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Comment Document
	<div><div>1 then Baseline Road, they go to areas they're looking</div><div>2 for going to the east.</div><div>3 Baseline Road just is horrendous, and so is</div><div>4 51st Avenue. They get off at 51st. 51st Avenue can go</div><div>5 around the reservation and even connect back on I-10</div><div>6 again. So they use that as a bypass.</div><div>7 If the freeway was built, that would give</div><div>8 them an option to go down I-10 to southbound freeway</div><div>9 and follow that around and relieve a lot of traffic</div><div>10 that we are experiencing off the surface streets in</div><div>11 Laveen. It's just horrendous and getting worse every</div><div>12 day.</div><div>13 Same thing to the east. People that --</div><div>14 experience around the Broadway Curve or around</div><div>15 Ahwatukee, traffic is jamming up. They ditch off at</div><div>16 Riggs Road and can go through the reservation and back</div><div>17 around right through 51st Avenue, again, right into the</div><div>18 community of Laveen, jamming up all the surface</div><div>19 streets.</div><div>20 Or they can continue through there and hit</div><div>21 Baseline, and they come west on Baseline. And, of</div><div>22 course, that jams -- comes into the community of Laveen</div><div>23 and jams all of that up also.</div><div>24 So from east or to west -- regardless of what</div><div>25 direction that the traffic is going in on I-10 -- when</div></div> <div>Page 6</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response

Code	Comment Document
1	<div><p>1 I-10 plugs up, they all hit the surface streets, and</p><p>2 the surface streets from South Phoenix to Laveen just</p><p>3 get jammed up. A lot of accidents are starting to</p><p>4 happen, more serious accidents than ever before.</p><p>5 So I am in favor of building the freeway. I</p><p>6 have been in the path of the freeway since '85 when it</p><p>7 was designed, and we voted for it in '86. And we are</p><p>8 still waiting to see whether this is going to be built</p><p>9 or not. But I would strongly suggest that the freeway</p><p>10 be built.</p><p>11 Thank you very much.</p><p>12 ANONYMOUS: Well, we are for it, wish it</p><p>13 would happen. I have been following it since 1985.</p><p>14 Nothing has happened that we can see. And I live on</p><p>15 51st, off of 51st Avenue. And right now the traffic is</p><p>16 horrendous. Two miles down south of where I live, the</p><p>17 Vee Quiva will open its new phase in July with seven</p><p>18 restaurants and a resort, which they don't have right</p><p>19 now. So it already -- 51st Avenue will be a freeway.</p><p>20 And that's our concern.</p><p>21 We want the freeway.</p><p>22 ETHEL WILLIAMS: The main thing I would like</p><p>23 to do is say that my whole family -- not my whole</p><p>24 family, but two-thirds of us, three-fourths of us,</p><p>25 moved to Laveen because of all the things they promised</p></div> <div><p>Page 7</p><p>Driver and Nix Court Reporters - (602) 266-6525</p><p>www.drivernix.com</p></div>

Code	Issue	Response
1		Comment noted.

Code

Comment Document

1

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

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

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div><div><div></div><div>From: Sierra Club on behalf of Mike Mullarkey</div><div>To: Projects</div><div>Subject: Comments in opposition to South Mountain Freeway</div><div>Date: Monday, May 27, 2013 7:15:09 PM</div></div></div><div></div></div></div>
	<div>May 27, 2013</div> <div>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</div> <div>Dear South Mountain Study Team,</div> <div><div>1</div><div>I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</div></div> <div><div>2</div><div>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.</div></div> <div><div>4</div><div>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.</div></div> <div><div>6</div><div>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.</div></div> <div><div>7</div><div>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.</div></div> <div><div>7</div><div>I'm moving from Tucson to Phoenix soon, and knowing South Mountain Park is waiting for me is a big draw. Please don't destroy part of this park to create another mistake of a freeway.</div></div> <div><div>1</div><div>Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</div></div> <div><div>Sincerely,</div><div>Mike Mullarkey</div></div>

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

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

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

Code	Comment Document
	<div><div><div><div><div><div></div></div></div><div><div><div>From:</div><div>To:</div><div>Subject:</div><div>Date:</div><div>Attachments:</div></div><div><div>Bambi Muller</div><div>Projects</div><div>Do not expand freeways</div><div>Wednesday, July 24, 2013 8:44:42 AM</div><div>AVG Certification.txt</div></div></div></div></div></div>
12	<p>We need to look at other transportation options that do not create urban sprawl and require automobile dominate environments. Stop the madness!</p> <p>Think outside of the freeway! South Mountain Freeway is a bad idea.</p> <p>Bambi Muller Trails Planner Town of Cave Creek Office 480-488-6609 Fax 480-488-2263 bmuller@cavecreek.org www.cavecreek.org</p> <p><i>Starting July 1, 2012 Town Office hours are 7:00–5:00 M-TH</i></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	Neighborhoods/Communities	Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.

Code Comment Document

4268

1 Hill from ADOT.

2 So we'd like to get started here. When you

3 come up here, come up to either microphone. You'll

4 have three minutes. There's a timer down here in

5 front of you. And please feel free to state your

6 business.

7 Joe Murphy.

8 MR. MURPHY: Hi.

9 THE FACILITATOR: Come on up, Joe. Timer

10 here is three minutes.

11 MR. MURPHY: Okay. My name is Joe Murphy,

12 I've lived in the City of Phoenix for about 33 years

13 now. My attitude about the freeway is that people

14 who live along it will be multiversely [sic] affected

15 according to the Don't Waste Arizona and Sierra Club

16 studies that they've done. Should be the people most

17 listened to, not the politicians who don't live in

18 those areas, the politicians who don't represent the

19 people in those areas. [Unintelligible] two city

20 council members who are both running for that city

21 council district are opposed to this. They're

22 opposed to it because people who live there that are

23 most affected healthwise don't want the freeway built

24 there. The folks on the reservation, they voted it

25 down twice. I think my, you know, my own opinion is

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(Comment codes begin on next page)

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
1	<div>1 they need to be listened to rather than people who</div> <div>2 don't live in that area. I've been around long</div> <div>3 enough that I know the Sierra Club and Don't Waste</div> <div>4 Arizona, when they worked against medical waste</div> <div>5 incinerators in the Laveen and South Phoenix area.</div> <div>6 People [unintelligible] because their studies then</div> <div>7 were very important to stopping those incinerators.</div> <div>8 Now, however, some of the same people who worked to</div> <div>9 stop those incinerators seem to think this freeway is</div> <div>10 a great idea, because it saves them five minutes'</div> <div>11 driving. So that's crazy to me. It's still the</div> <div>12 health of the individuals that are more important,</div> <div>13 the children who are going to school and the people</div> <div>14 living and working in the area along where this</div> <div>15 freeway will be built. It needs to be put somewhere</div> <div>16 where it's not as dangerous healthwise for the people</div> <div>17 living there.</div> <div>18 Thanks.</div> <div>19 THE FACILITATOR: Thank you.</div> <div>20 Don Steuter.</div> <div>21 MR. STEUTER: Thank you.</div> <div>22 Use this one?</div> <div>23 THE FACILITATOR: Yes, please.</div> <div>24 MR. STEUTER: My name is Don Steuter.</div> <div>25 Thanks for this opportunity to talk to you about the</div> <div>Page 96</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

Code	Issue	Response

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

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

LOOP 202

South Mountain Freeway Study

2013

Draft Environmental Impact Statement COMMENT FORM

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

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

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

It is helpful to ADOT to receive comments on:

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

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

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

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

I don't think a no build is the answer, so I prefer the option of displacing as few homes & businesses, etc. as you can, and the least expensive build as well. If there is money left over it should be kept for

Optional

Name K. Myer Email _____

Address 724 E Whittan Ave

City Phx State AZ Zip 85014

Phone _____ Fax _____

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

ADOT TRACS No.: 2021 MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)

13-150

ADOT

U.S. Department of Transportation
Federal Highway
Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div>LOOP 202</div><div><div>South Mountain</div><div>Freeway Study</div></div><div>2013</div></div> <div><div>Draft Environmental Impact Statement</div><div>COMMENT FORM</div></div> <div><div>Additional Comments:</div><div>Fwy maintainence that will be needed. I also dont want to be taxed any further for this project. We all know that you want please everyone no matter what you do, so look over the comments & options and do the best you can to tick off as few of us as possible, O.K?!</div><div>Thank you, K. Myer</div></div> <div><div>ADOT</div><div><div>U.S. Department of Transportation</div><div>Federal Highway Administration</div></div></div> <div><div>FOR MORE INFORMATION:</div><div>azdot.gov/SouthMountainFreeway</div></div>

Code	Issue	Response

Code	Comment Document
	<p>Kelsey Myers Document Created: 7/24/2013 11:49:50 PM by Web Comment Form</p> <p>I am STRONGLY AGAINST the building of this freeway.</p>
	<p>One of the characteristics that I love most about Ahwatukee is the feeling that it is a small community hidden within a huge city. You usually see at least one person that you know when you venture out into the area. It feels like a small town with the way that everyone is connected and seems to know each other. I moved into the area in 1994 when I was just a child, and I have been lucky enough to watch it blossom into a wonderful community.</p>
1 2 3 4 5 6 7 8	<p>There are many aspects of this freeway that will negatively impact the surrounding area and environment of Ahwatukee. If this freeway is built, it will only perpetuate urban sprawl that is already disturbingly prevalent in Phoenix. Urban sprawl increases the amount of paved surfaces in the city and contributes to the urban heat island, which leads to hotter temperatures. This freeway will also cause increased air pollution, and health problems (such as asthma) will rise as a result of this. Additionally, this increased air pollution is extremely unhealthy for the students at the nearby elementary, middle, and high schools as well as the residents living nearby. Many diesel trucks from Tucson will also use this route in their travels and will further contribute to pollution. Noise pollution will also increase and disturb the locals.</p>
	<p>Not many people want to live near freeways, so consequently, the value of the homes in the area will decrease and people who have the means to move away will do so. Does one see many nice communities right by freeways? No. This population that will be able to move away happens to be most of Ahwatukee, as it is a fairly affluent community. As these people move away, lower income populations will replace them, and the overall value of the area will slowly but surely decrease as the years go by. This will strongly affect the local economy in a negative way.</p>
9 10	<p>Another negative characteristic of this freeway is the size of it. It will cut through precious desert land, as well as the South Mountain preserve, and forever disturb the integrity and ecosystems of the land. Once the desert is destroyed, there is no going back. People travel great distances to be able to hike South Mountain and the surrounding trails, so if this is disturbed, this aspect of tourism will decline.</p>
11	<p>This freeway will not save that much time in getting around the city; if it is built, more people will utilize it and the traffic will become the same as the other freeways in Phoenix.</p>
12 13	<p>This freeway will destroy the beauty and integrity of Ahwatukee and its surrounding Sonoran desert.</p>
14	<p>I URGE YOU TO NOT BUILD THE FREEWAY.</p> <p>This freeway will forever change the dynamics of the community of Ahwatukee, a place where I grew up and dearly love. The detrimental effects outweigh all other aspects of the project- it will increase air and noise pollution, disturb the unique Sonoran desert ecosystem, and bring the value of the community down (which in turn decreases the housing and tourism value of the area, ultimately affecting the economy). Ahwatukee will remain the happy</p>

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

(Responses continue on next page)

Code	Comment Document
	<p>community that everyone loves if things remain as they are.</p> <p>PLEASE DO NOT BUILD THE FREEWAY!</p>

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	Biology, Plants, and Wildlife	
11	Purpose and Need	Although the region’s freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
12	Visual Resources	Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-169 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.
13	Neighborhoods/Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
14	Alternatives, No-Action (No-Build) Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
	<div><div><div>1</div><div>2</div><div>3</div><div>4</div><div>7</div><div>9</div></div><div><div>5</div><div>8</div></div><div><div>6</div><div>4</div></div></div> <div><p>From: Joseph Myers</p><p>To: Projects</p><p>Subject: Loop 202 South Mountain Freeway Study</p><p>Date: Wednesday, July 24, 2013 2:51:24 PM</p></div> <hr/> <div><p>Hello,</p><p>It seems that any alternative routes for the South Mountain freeway have been eliminated. I still think that the 85 route south of here will make an excellent alternative. The right of way already exists.If freeway access for people living near Pecos road is an issue, why not improve that road and extend it West, eventually connecting to the 85 extension that comes around to the west. This will eliminate houses, businesses and churches being bulldozed and it will be less expensive. It will also exclude large trucks, because they will be using the 85 extension. It seems the environmental impact statement does not include the humans that already live here. These people will be uprooted and the ones left will endure light, noise and exhaust pollution night and day forever. The people that live here and go to school here do so because it is beautiful and the schools are excellent. What happens when these people do not live here anymore? What will happen to the quality of the schools when property values go down in comparison to other school districts? Who will want to live here and for how long? It seems to me that this has been dragging on too long and now someone in the last few years has made a concerted push to just get it done. The circumstances in the area have changed since the eighties, we need to change with the times. This affects more people negatively then positively and should be stopped.</p><p>Thank you.</p><p>Joseph Myers 16239 South 25th Street Phoenix, AZ 85048</p></div>

Code	Issue	Response
1	Alternatives	The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other “loop” freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. The State Route 85/Interstate 8 Alternative was evaluated for the proposed project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.
2	Alternatives	The comment proposes to extend Pecos Road to the west as a parkway or arterial street. In the best-case scenario, a parkway would carry approximately 105,000 vehicles per day, well below the average daily traffic on the proposed freeway, which would range from 117,000 to 190,000 vehicles per day (see Final Environmental Impact Statement page 3-19). As a result, this alternative would lack sufficient capacity to meet projected travel demand. The alternative would not adequately address the projected transportation system capacity deficiency, would not remove a sufficient amount of traffic from arterial streets, and, therefore, would not meet the project’s purpose and need. For these reasons, the Arizona Parkway was eliminated from further consideration.
3	Neighborhoods/ Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
4	Neighborhoods/ Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
5	Visual Resources	Light from the freeway would be produced from vehicle headlights and taillights and from fixed light poles at interchanges along the freeway. Nighttime users of the park and residents of Ahwatukee Foothills Village may see lines of seemingly crawling vehicles, each with lights front and back. Fixed freeway lighting would be provided for safety reasons only at interchange exit and entrance points. Freeway lighting at these locations would be designed to reduce illumination spillover onto sensitive light receptors such as residential areas (see page 3-58 of the Final Environmental Impact Statement).
6	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
7	Air Quality	

(Responses continue on next page)

Code	Comment Document

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

Code

Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/17/13	INCOMING CALL TIME: 3:05 PM
CALLER: MARILYN MYLEM	CALLER ADDRESS: 5351 E. EXETER BOULEVARD, PHOENIX, AZ 85018
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

I agree with the new freeway.

1

Code	Issue	Response
1		Comment noted.

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

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.
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> <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 based on the risk that the freeway would eventually be built. Citizens were also aware of the potential and chose to buy homes near the freeway despite the same risk. Information related to freeway awareness and the responsibilities of the City of Phoenix, developers, and the Arizona Department of Transportation related to disclosure of the planning for the freeway is presented on page 4-13 of the Final Environmental Impact Statement.</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>

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

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div></div><div><div>1say.</div><div>2THE FACILITATOR: Thank you.</div><div>3MR. NEELY: Thank you.</div><div>4THE FACILITATOR: Vicky Oliver.</div><div>5MS. OLIVER: Hi, my name is Vicky Oliver and I'm</div><div>6for the 202 project because I think it will bring</div><div>7employment opportunities to our area, which we definitely</div><div>8need, and also will help the commute for a lot of people</div><div>9coming in the area. And also, it's been proven that</div><div>10freeways cut down pollution and also traffic accidents,</div><div>11and it'll keep some of the traffic off of our city</div><div>12streets.</div><div>13THE FACILITATOR: Thank you.</div><div>14Jake Speck.</div><div>15MR. SPECK: Good afternoon. My name is Jake</div><div>16Speck, I'm here in support of the 202. I think this</div><div>17project is a great benefit to the community for a lot of</div><div>18different reasons: Reducing traffic, revitalizing</div><div>19economy, bringing over 30,000 jobs to the community, as</div><div>20well as a significant investment. I think it will</div><div>21attract potential employers as well, which would be great</div><div>22for growing the economy going forward.</div><div>23After looking at the EIS, I think the potential</div><div>24impacts are vastly outweighed by the benefits this</div><div>25project brings, and I believe that now is the time to go</div></div></div> <div>Page 32</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response

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

Code	Issue	Response
1		Comment noted.

Code

Comment Document

1

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 6/10/13	INCOMING CALL TIME: 10:21 AM
CALLER: BRAD NEER	CALLER ADDRESS: 3249 E. CAMELBACK ROAD, PHOENIX, ARIZONA 85018
PHONE:	EMAIL:
CALLER REMARKS/QUESTIONS: And I do support the proposed South Mountain freeway. I think it's essential for the long term growth of the city. Bye.	

Code	Issue	Response
1		Comment noted.

Code

Comment Document

1

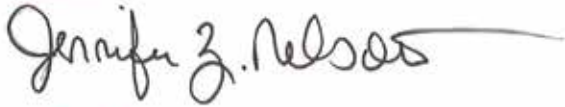
TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

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


Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>May 20, 2013</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 in a \$2Billion investment in the Phoenix-area economy. • The money to the build the freeway is in the budget, it was voted on and approved TWICE (1985 & 2004 respectively),we voted for the 1/2cent tax increase in 2004 to support the build. • There is no more important project to the area's commuters and workers than the South Mountain Freeway project. Please vote to Build It NOW!

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><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 path along the length of the freeway as well as the use of Rubberized asphalt as per the ADOT's "Quiet Pavement Pilot Program" initiated in 2002.• We have award winning examples in Tucson, AZ which received an excellence award in 2002 by the Federal Highway Administration (FHWA) for the Diamondback bicycle/pedestrian bridge as well as it's Intelligent Transportation Systems excellence award for ITS public-private partnership.• Other examples are the Schuylkill Expressway in Philadelphia, the Rockville Parkway in DC, and the San Antonio, TX Freeway systems ranked best among largest US urban areas.<p>Thank you in advance for your vote of YES to support of this freeway!</p><p>Sincerely,</p><p></p><p>Jennifer Z. Nelson 5502 W Glass Ln Laveen, AZ 85339 jennznelson@yahoo.com 602-791-3956</p></div>

Code	Issue	Response

Code	Comment Document
	<div><div><div>1</div><div>2</div><div>3</div><div>4</div><div>5</div><div>6</div><div>7</div><div>8</div></div><div><p>From: Rusty Crerand To: ADOT Subject: S. Mountain Comment #1316964208 Date: Wednesday, June 19, 2013 8:17:15 AM Attachments: image001.png</p><hr/><p>From Envoy:</p><p>6/18/2013 5:45:25 PM I STRONGLY disagree with the alignment of this freeway. I cannot see the citizens of the Ahwatukee Foothills benefiting in any way. I can only envision the negative impact of increased noise and air pollution. This is only being used as a way to enhance the CANAMEX Corridor while reducing drive-thru tourism for the city of Phoenix. Working out an agreement with the Tribal community would be very beneficial to all parties involved. Get back to negotiations with the tribe to push it farther south. Save our homes! Save my Church! Save South Mountain!</p><p>Douglas Nelson dj1nelson1@aol.com 480-704-6494</p><p>Thanks,</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></div><div><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><p>.</p></div></div>

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	Noise	
3	Air Quality	
4	Purpose and Need	
5	Trucks	
6	Alternatives, Gila River Indian Community Alignment	
7	Neighborhoods/Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
8	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code Comment Document

4190

1 would be fine, but it's not.

2 Thanks.

3 MR. NELSON: As a resident of the Gila
4 Indian Community, I feel that the Loop 202 is needed. It
5 would serve all the communities, not just the southern
6 part, but the northern part.

7 As far as serving the state, I have to go
8 back to the history of the loop of the I-10 when it was
9 constructed in 1957 and the right-of-way was put through
10 Gila River. In 1957 it was 11 miles. At that time there
11 was promise of frontage roads, better interchanges. To
12 this date there really hasn't been anything done as far
13 as fulfilling any of those promises. So one thing that I
14 would like to come out of the Loop 202, if it is to come
15 into the community, is that those promises are fulfilled,
16 not only for the Loop 202, but for the I-10 that goes
17 through the community towards Casa Grande and into
18 Tucson.

19 At this time, the landowners there are a
20 small voice, but yet they are not as loud as the
21 opposition in the community. One thing that the State
22 and ADOT has to know on the federal highway is that those
23 people that are against the Loop 202 don't speak for the
24 whole community even though they speak loud.

25 One thing that's been done in the tribe is

Page 10

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

Code	Comment Document
2	<div><p>1 that the tribe looks after tribal lands before allotted</p><p>2 land and the landowner is kind of left on his own. So I</p><p>3 feel that step one, as far as saving South Mountain from</p><p>4 further destruction of bringing the loop into the</p><p>5 community, would serve our community better.</p><p>6 As far as economic growth in the area, it</p><p>7 is needed, an alignment in the community. It would also</p><p>8 serve the Ahwatukee residents of displacing people,</p><p>9 property, and especially with the environment as far as</p><p>10 the animals and the drainage with the water.</p><p>11 Overall, I feel that ADOT still has --</p><p>12 ADOT and the federal highway still are the ones that are</p><p>13 going to make the decision, but I believe that their</p><p>14 party -- the parties that are involved need to all be</p><p>15 heard. And I would just want them to hear, not only the</p><p>16 loudest people in the community, but the overall people.</p><p>17 And I think they would hear that if we were to bring it</p><p>18 to another vote because the first vote was a yes, a no,</p><p>19 and a I don't want a freeway at all.</p><p>20 When we voted -- when Gila River voted "I</p><p>21 don't want a freeway at all," that just threw it back to</p><p>22 a no, so it really took away the yes vote and the no</p><p>23 vote. So I'm just hoping that our community will see</p><p>24 that and allow a second vote.</p><p>25 Thank you.</p></div> <div>Page 11</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

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

Code	Comment Document
	<div><div>1 required for the mall and the hospital, the things</div><div>2 that we need to support us.</div><div>3 Currently, right now, there's just a</div><div>4 bleeding river of revenue. All these residents are</div><div>5 having to seek what they need elsewhere, so we're</div><div>6 driving to Tolleson, we're driving to Avondale, and</div><div>7 we're driving to other cities and not bringing that</div><div>8 tax and revenue to the City of Phoenix and to our own</div><div>9 community. And we have the population that's</div><div>10 desirable to have it. We did some research, and</div><div>11 according to 2010 census bureau, we have the median</div><div>12 income, the postgraduate and high school graduate</div><div>13 level of education to support this.</div><div>14 We match and exceed Paradise Valley and</div><div>15 we almost match Ahwatukee with a variance of about</div><div>16 15,000 median income. So this is an area that is</div><div>17 growing exponentially, and especially in the next</div><div>18 couple of years. We can't afford to be any more</div><div>19 congested than we already are. Ahwatukee is in a</div><div>20 land-locked situation, and every time the 10 shuts</div><div>21 down, we are their only outlet, and it causes</div><div>22 accidents, it causes a tremendous amount of</div><div>23 pollution, and it's just incredibly necessary.</div><div>24 And in addition to the economic growth</div><div>25 and the quality of life, I'd also like to speak</div></div> <div>Page 37</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response

Code	Comment Document
2	<p>1 briefly about when the roadway is built, because I'm</p> <p>2 going to assume you're going to vote for yes, and</p> <p>3 you're going to make this happen for us, because</p> <p>4 we're in dire need of it, that we also have some</p> <p>5 sound barriers that are attractive built in along the</p> <p>6 highway, that we use the rubberized asphalt as part</p> <p>7 of the 2002 noise reduction program that ADOT has,</p> <p>8 and that we have bike and pathways, traveling</p> <p>9 pathways, other than cars along the pathway of the</p> <p>10 highway, similar to what has been done in Tucson and</p> <p>11 other cities around the country. Tucson, in fact,</p> <p>12 has won awards for the work that they've done there</p> <p>13 by ADOT.</p> <p>14 In regards to the opposition from the</p> <p>15 tribal community, I would just like to speak as a</p> <p>16 very close neighbor of them who lives right next door</p> <p>17 to the sacred land; I see the misuse of it, I see the</p> <p>18 treatment of it, and how it is has caused a</p> <p>19 tremendous amount of crime to our community through</p> <p>20 the casinos.</p> <p>21 THE FACILITATOR: Excuse me. You've</p> <p>22 exceeded your time. If you'd like to add additional</p> <p>23 comments, please see the court reporters in the room</p> <p>24 next door.</p> <p>25 MS. NELSON: And let's all speak</p>
3	
4	
	<p>Page 38</p> <p>Driver and Nix Court Reporters - (602) 266-6525</p> <p>www.drivernix.com</p>

Code	Issue	Response
2	Visual Resources	The Arizona Department of Transportation Roadside Development Section is responsible for assigning a wide range of standard treatment applications and wall materials, including color, to noise barriers and other structures. Typically the community where the wall will be constructed would work closely with its City Architect or planning department to decide on a theme for the wall. Usually, this can be accomplished by using the Arizona Department of Transportation's standard applications. As an example, for State Route 101 Loop (Pima Freeway) in Scottsdale, the City of Scottsdale chose to add public art to the noise barriers. The City's intent went above and beyond the Arizona Department of Transportation's guidelines of reasonable aesthetic treatment and, therefore, the Arizona Department of Transportation did not fund the aesthetic portion of the project. The Arizona Department of Transportation and the City of Scottsdale entered into an intergovernmental agreement for the purposes of allowing Scottsdale rights to design and construct artistic embellishment on the Arizona Department of Transportation-supplied noise barrier. The Arizona Department of Transportation provided the funds for construction of the noise barriers themselves, but the City of Scottsdale provided the funds to cover the aesthetic portion of the walls. Final Environmental Impact Statement page 4-171 explains the process municipalities might take to achieve the desired aesthetic treatment for noise barriers or other structures.
3	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
4	Design	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.

Code	Comment Document
	<div><div></div><div><div>1 respectfully to each other.</div><div>2 THE FACILITATOR: Thank you.</div><div>3 Joseph Perez. Joseph Perez.</div><div>4 MR. PEREZ: I'm Joseph Perez. Thank you</div><div>5 for allowing me the opportunity to make a comment to</div><div>6 you about your Draft Environmental Impact Statement.</div><div>7 I am a Gila River Indian Community member. I'm also</div><div>8 a partner with Pangia [phonetic] and I lead a little</div><div>9 bit over 1,200 landowners who exist in the Pecos Road</div><div>10 Land Area that have put forward the initiative with</div><div>11 the Gila River Indian Community for a revote to try</div><div>12 to bring the alignment down on the reservation, which</div><div>13 hopefully will be resolved tomorrow in a special</div><div>14 council meeting.</div><div>15 I'm here today to comment on the draft</div><div>16 EIS in the sense that the work that has been done</div><div>17 pertaining to the Gila River Indian Community, and</div><div>18 the cultural aspects was done through the community's</div><div>19 cultural department. And they've worked closely and</div><div>20 for a long time, I believe over 12 years, doing that</div><div>21 aspect of the EIS. Unfortunately, where it stands</div><div>22 right now, there is no other alternative for the</div><div>23 freeway, because the only other alternative would be</div><div>24 on the Gila River Indian Community. I believe that</div><div>25 will have to be resolved with the people of the</div></div></div> <div><div>Page 39</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Comment Document
4290	<div><div>1PHOENIX, ARIZONA; TUESDAY, MAY 21, 2013</div><div>210:00 A.M.</div><div>3* * *</div><div>4CHRIS BROWN: I am totally for the project,</div><div>5the South Mountain Project, especially if it</div><div>6improves drive times.</div><div>7I drive a lot for business from the south</div><div>8part of town, like Maricopa, the city of Maricopa,</div><div>9and have to get to like Buckeye and west valley</div><div>10cities and I think South Mountain would cut down</div><div>11on travel time quite a bit.</div><div>12I am very much for it.</div><div>13*****</div><div>14</div><div>15JENNIFER NELSON: I am in support of the</div><div>16Loop 202 South Mountain Freeway, specifically</div><div>17the W59 Alternative. I am a resident for seven</div><div>18years of Laveen and South Mountain.</div><div>19Previously I spoke before the panel of</div><div>20all of the statistics that will positively impact</div><div>21this community, including the quality of life,</div><div>22the infrastructure, and the feasibility of being</div><div>23able to connect the east and west valley.</div><div>24I have requested the design and construction</div><div>25of community-value additions, such as a</div></div> <div>Page 2</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response

Code	Comment Document
1	1 sound barrier and a bike and a pedestrian path
2	2 along the length of the freeway to be included in
3	3 the design and construction of the freeway.
	4 I requested the use of rubberized asphalt
	5 as per ADOT's pilot program which was initiated
	6 in 2002.
	7 Regarding the opposition from the Gila
	8 River Tribe, I am living neighboring the tribal
	9 reservation and their arguments for the
	10 mistreatment of their sacred land is negated,
	11 to me, because of my observation of how they
	12 are currently mistreating their sacred land.
	13 It is completely unkept, there's nothing but
	14 trash, and right now a casino that has brought
	15 crime-related, armed robberies to our community.
	16 At 51st Avenue and Baseline, we have
	17 experienced over six armed robberies within a
	18 three-month period at Chase Bank, Wells Fargo
	19 and Walgreens from casino gamblers coming down
	20 to hold up and rob in order to have money to go
	21 back to the casino.
	22 We have drug and alcohol addiction problems
	23 that are brought to our community through the
	24 casino.
	25 We have a tremendous amount of traffic
Page 3	
Driver and Nix Court Reporters - (602) 266-6525	
www.drivernix.com	

Code	Issue	Response
1	Visual Resources	The Arizona Department of Transportation Roadside Development Section is responsible for assigning a wide range of standard treatment applications and wall materials, including color, to noise barriers and other structures. Typically the community where the wall will be constructed would work closely with its City Architect or planning department to decide on a theme for the wall. Usually, this can be accomplished by using the Arizona Department of Transportation's standard applications. As an example, for State Route 101 Loop (Pima Freeway) in Scottsdale, the City of Scottsdale chose to add public art to the noise barriers. The City's intent went above and beyond the Arizona Department of Transportation's guidelines of reasonable aesthetic treatment and, therefore, the Arizona Department of Transportation did not fund the aesthetic portion of the project. The Arizona Department of Transportation and the City of Scottsdale entered into an intergovernmental agreement for the purposes of allowing Scottsdale rights to design and construct artistic embellishment on the Arizona Department of Transportation-supplied noise barrier. The Arizona Department of Transportation provided the funds for construction of the noise barriers themselves, but the City of Scottsdale provided the funds to cover the aesthetic portion of the walls. Final Environmental Impact Statement page 4-171 explains the process municipalities might take to achieve the desired aesthetic treatment for noise barriers or other structures.
2	Design	The proposed freeway is part of the <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.
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.

Code	Comment Document
	<div><div>1 up Baseline and the 51st Avenue corridor that</div><div>2 is only going to increase when the casino opens</div><div>3 its new hotel and restaurants.</div><div>4 There isn't, right now, any way to support</div><div>5 the kind of traffic that the Gila River Tribe is</div><div>6 putting on their sacred land without the highway.</div><div>7 The alternative, the W59 Alternative, is not</div><div>8 going to cause any damage to their sacred land or</div><div>9 to South Mountain.</div><div>10 Currently I am thinking that we have to</div><div>11 continue with the program of the Loop 202 Freeway</div><div>12 because it's the best alternative. It meets the</div><div>13 needs of everyone in the community and it's</div><div>14 critical for the development of Laveen and</div><div>15 to be really a turning point for Laveen right</div><div>16 at a place where this community can either move</div><div>17 forward and excel and succeed, or you can put us</div><div>18 in a holding place and we are going to have</div><div>19 nothing but problems when it comes to traffic</div><div>20 and the expedient growth we are going to</div><div>21 experience in the next ten years.</div><div>22 ***</div><div>23</div><div>24 MICHAEL ROBINSON: I oppose the Loop 202</div><div>25 through South Mountain Park near South Mountain</div></div> <div>Page 4</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response

Code

Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 6/15/13	INCOMING CALL TIME: 11:38 AM
CALLER: PATRICIA NELSON	CALLER ADDRESS:
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

I would like you to go ahead and build that South Mountain freeway. Thank you.

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div><div><div></div><div><div><div><div><div></div><div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div></div></div><div><div>From: Projects</div><div>To: ADOT</div><div>Subject: FW: Loop 202 South Mountain Freeway</div><div>Date: Tuesday, July 16, 2013 10:08:01 AM</div></div></div></div><div><div><div>Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov</div></div></div><div><div>-----Original Message----- From: Doug Nering [mailto:doug@gloaming.com] Sent: Monday, July 15, 2013 7:47 PM To: Projects Cc: council.district.6@phoenix.gov Subject: Loop 202 South Mountain Freeway</div></div><div><div>Comment on the Draft EIS and Preferred Alternative selection.</div></div><div><div><div>1</div><div>2</div></div><div>The EIS findings are fundamentally flawed with respect to South Mountain Preserve impacts. Any alternative that crosses the Preserve and alters this landscape is unnecessary and unacceptable to the regional communities, principally Ahwatukee Foothills and the Gila River Indian Community, both in closest proximity to the impacted areas. Additionally, the importance of the preserved areas to these and the surrounding communities are undervalued in the EIS with respect to the significance of these resources to the vitality and appeal of this area for optimal residential and commercial values. The EIS expresses transport through this area as the primary value and objective, but undervalues the loss-impact on the landscape and community which is critical to the appeal and attraction of the landscape, viewscape, and recreation, and which brings the highest quality of residential and business interests to the areas surrounding the South Mountain Preserve. It is completely unacceptable to sacrifice the unique value of this landscape to build a freeway here simply because better alternatives, which do in fact exist, are not feasible at this time. The optimal solution is to postpone the construction of the freeway on the selected preferred alignment until one of the better options can be achieved.</div></div><div><div><div>3</div></div><div>The Gila River Indian Community especially does not want he freeway to be built through the ridgelines of the mountains. The subject of freeway construction remains controversial in the GRI Community due to a history of poor performance on past agreements, but these difficulties can be overcome and can result in the best outcome for both the Phoenix area and Native American groups. There is every reason to believe the GRI Community will support freeway construction at some point when the right alternative is presented. The right alternative is not found in this EIS. The correct decision is not to initiate construction at this time.</div></div><div><div><div>4</div></div><div><div>Doug Nering 3425 E Verbena Dr Phoenix AZ 85044</div></div></div><div><div>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.</div></div></div></div></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	Alternatives	Although the E1 Alternative (which would replace Pecos Road with the proposed freeway) is the only action alternative developed for the Eastern Section, the Arizona Department of Transportation and Federal Highway Administration sought permission to study alternatives in detail on Gila River Indian Community land, but the Gila River Indian Community decided such alternatives would not be in its best interest (see Draft Environmental Impact Statement page 3-25). Any alternative on Gila River Indian Community land must consider tribal sovereignty. Tribal sovereignty is based in the inherent authority of Native American tribes to govern themselves. While this notion of sovereignty is manifested in many areas, generally Native American land is held in trust by the United States. Native American communities have the authority to regulate land uses and activities on their lands. States have very limited authority over activities within tribal land (see page 2-1 of the Final Environmental Impact Statement). From a practical standpoint, this means that the Arizona Department of Transportation and Federal Highway Administration do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or condemn tribal land for public benefit through an eminent domain process. Therefore, the Arizona Department of Transportation, with concurrence from the Federal Highway Administration, identified the E1 Alternative as its Preferred Alternative in the Eastern Section. In reaching its determination, the Arizona Department of Transportation sought to balance its responsibilities to address regional mobility needs while being fiscally responsible and sensitive to local communities.
4	Alternatives, Gila River Indian Community Alignment	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
	<div><div><div><div><div></div><div>From: CYNDI NEWBURN</div><div>To: Projects</div><div>Subject: Loop 202 South Mountain Freeway Comments</div><div>Date: Tuesday, July 23, 2013 6:12:31 PM</div></div></div><div></div></div></div> <div><p>Dear ADOT,</p><p>My husband and I have lived in Ahwatukee for four years; prior we lived in Tempe for over 40 years. We saw the noise and traffic take over Tempe, but it was a vital, active community that took an active part in transportation for the East Valley. When we moved, we made sure we lived on the North side of Chandler in Club West to be away from the traffic, if the freeway was ever built.</p><div><div>1</div><div>2</div><div>3</div></div><p>We became very concerned when we became of aware of hazmat traffic and the “freeway” being a truck route. If there was an accident, the only way out is Chandler Blvd and we would be in serious trouble: I am 68 and my husband is a 69 year old stroke survivor. We live in a little dell that would hold noxious fumes and gases against the mountain. This is more than a traffic reliever for East-West traffic.</p><div><div>4</div><div>5</div></div><p>At first I thought they should build the highway off of Riggs Rd; that is the route I take when I want to go to Glendale--easy drive and little traffic, as well as a time saver. But as I learned more about the mountains, the plans, the GRIC, we have come to believe the Indians are right and this should be a NO BUILD. Save money, keep the route to US8 and work with a committed, thriving, sharing, and problem-solving community. Arizona is indeed richer having a community like Ahwatukee.</p><p>My husband and I have been Arizona registered voters since 1965 and have seen a lot of changes but sometimes when a decision was made over 20 years ago because it made sense, doesn’t mean it makes sense today--I am sure there have been times when you said the same.</p><p>We support the groups opposing the South Mountain Freeway, including PARC, GRIC, Leveen.</p><p>Please register our opposition.</p><p>Mike and Cyndi Newburn 318 E South Fork Dr Phoenix, AZ 85048</p><p>Sent from Windows Mail</p></div>

Code	Issue	Response
1	Hazardous Materials	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Purpose and Need, Truck Bypass	
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> <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. 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>
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.
5	Alternatives	The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other “loop” freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. The State Route 85/Interstate 8 Alternative was evaluated for the proposed project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.

Code	Comment Document
1	<div><div><div><div><div></div><div></div></div><div><div>From:</div><div>To:</div><div>Subject:</div><div>Date:</div></div><div><div>Projects</div><div>ADOT</div><div>FW: SM Fwy Comment</div><div>Tuesday, April 30, 2013 8:50:57 AM</div></div></div></div></div>
	<div><div><div><div><div></div><div></div></div><div><div>From:</div><div>Sent:</div><div>To:</div><div>Subject:</div></div><div><div>Andre R. Newcomb [mailto:ceciliasfriendsarasvati@hotmail.com]</div><div>Monday, April 29, 2013 1:05 PM</div><div>Projects</div><div></div></div></div></div><p>South Moutain Freeway . . . attn: EIS report. The Freeway is necessary. That is a given. People concerned about spirits ought to concern themselves also with worrying about spirits of those killed on future congested freeways. Another "given" is the Gila River Adjudication" that is giving large water allocations to Indians. The Indians have also stated that they would like to enhance eco-systems of the Gila River with their water and I would imagine that we can expect that agricultural infiltrations from farming will ALSO assist in elevating water tables of the Gila River communities (eco-systems). That means that there is going to be a restoration of other communities (species) to the Gila River. But where are they going to live, forage and sleep? Because we might assume that lands south of the Gila River will be under plow. So it's very likely that their safe habitats are going to be in the Phoenix Mountain Preserve. But there are going to be 10 lanes of traffic at 65 mph. Could it be possible to elevate the freeway wherever possible (like the Skyway in Chicago); to depress the freeway below land conditions wherever possible (with flying washes/arroyos over the freeway like what is being done with the CAP Canal); to tunnel through ridges leaving wildlife corridors over the freeway; and to build land bridges over the freeway as wildlife corridors (like what is being done over Oracle Road) . . . so that future communities of bio-diversity can commute TO THE WATER & to SAFE HAVENS IN THE MOUNTAINS? It would be nice if Maricopa County would outlaw any and all hunting in the Preserve (if they haven't done so already). This ought to satisfy the concerns of many and myself even though I'm only a single person expressing an opinion. Two givens: the river & the freeway.</p><p>Sincerely,</p><p>Andre R. Newcomb homeless Sierra Vista, Arizona 85635</p><div><div><div>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.</div><div></div></div></div></div>

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.

1

1

Code	Comment Document
	<div><div></div><div><div>1care of. And so I know that that's in your plans.</div><div>2Sorry, I'm a bit nervous, but definitely we are huge</div><div>3proponents of the 202 going through for economic</div><div>4development of Laveen, as well, and to alleviate the</div><div>5traffic.</div><div>6So thank you very much. I appreciate your</div><div>7time.</div><div>8THE FACILITATOR: Thank you.</div><div>9Chris Newhouse.</div><div>10Mr. Newhouse, you also have three minutes;</div><div>11please begin.</div><div>12MR. NEWHOUSE: My name is Chris Newhouse,</div><div>13and I live in Laveen as well, 85339. You know, I</div><div>14drive both Baseline and the 10. I work on all sides</div><div>15of the city, and I experience the congestion that I</div><div>16see both on Baseline, just from folks trying to get</div><div>17from one side of town to the other, as well as</div><div>18traveling on the 10 during the rush-hour traffic</div><div>19times, where you see a lot of your heavy traffic of</div><div>20truckers and folks that are actually heading down</div><div>21south and going on to Tucson.</div><div>22Obviously, the 202 Loop extension could</div><div>23alleviate a lot of that traffic that goes on through</div><div>24the city trying to get down -- down towards the</div><div>25Tucson area. I think that this would obviously</div></div></div> <div><div>Page 89</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code

Comment Document

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

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

ADOT,

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

Thank you.

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

| |

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

Code	Comment Document
	<div>4413</div> <div><div><div>1THE FACILITATOR: Would you try this one.</div><div>2Sorry. Thank you.</div><div>3Anybody out here who would like to speak, please</div><div>4go out and register at the front desk here, then come on</div><div>5back in.</div><div>6Your attention, please. This is the first of</div><div>7three announcements. The last shuttle will be leaving at</div><div>87:30 for all routes; that's the orange, green, and blue</div><div>9routes or one, two, and three. Again, the last shuttle</div><div>10will leave at 7:30. Thank you.</div><div>11If anybody out there would like to speak, please</div><div>12go out and register at the front desk and then come back</div><div>13in.</div><div>14Stephanie Nichols-Young.</div><div>15You have three minutes, the timer's right here.</div><div>16MS. NICHOLS-YOUNG: Okay. I want to start by</div><div>17just for the record, my name is spelled without the A, so</div><div>18it's Nichols, not Nicholas.</div><div>19Thank you for the opportunity to speak. I'm</div><div>20sorry you don't have more members of the public out, but</div><div>21I sure appreciate the opportunity to speak with you.</div><div>22I've lived in Phoenix since about 1985. My</div><div>23husband's a native. We are avid hikers and are so</div><div>24grateful for the mountain preserve system. I think it's</div><div>25one of the things in our Valley that create a quality of</div></div><div>Page 85</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Comment Document
1	1 life that is so important. It's not just important for
2	2 the people in the community, but it's important for
3	3 wildlife. We don't have very many roadless areas that
4	4 have productivity for wildlife and as you might guess
5	5 where I'm going, as a result, I support the no-build
6	6 alternative. I think it's incredibly important that we
7	7 keep South Mountain Park intact and I think based on what
8	8 I've seen of the EIS, the justifications just don't wash.
9	9 In addition to having concern about wildlife and
10	10 the impact, I happen to be asthmatic and I saw in the EIS
11	11 the comments about keeping the road -- or building the
12	12 new road is going to improve the quality of air, but
13	13 looking at it, I don't feel that alternate was really
14	14 fully explored. And the roadway is going to become
15	15 congested, just based on the way it's constructed. The
16	16 article in the paper this morning noted that the curve is
17	17 going to be congested and the traffic is going to be
18	18 backed up. So for clean air, for protecting wildlife, I
19	19 think it's incredibly important to support the no-build
20	20 alternative, and I thank you for the opportunity to
21	21 speak.
22	22 THE FACILITATOR: Thank you.
23	23 Before we call the next person up, the last
24	24 shuttle will be leaving for all destinations at 7:30;
25	25 that's orange, green, and blue or one, two, and three.
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Driver and Nix Court Reporters - (602) 266-6525	
www.drivernix.com	

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	Section 4(f) and Section 6(f)	
3	Air Quality	
4	Purpose and Need	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.

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

Code	Comment Document
	<div><div><div><div><div></div><div>From: Sierra Club on behalf of Mary Nickerson</div><div>To: Projects</div><div>Subject: Comments in opposition to South Mountain Freeway</div><div>Date: Wednesday, May 29, 2013 5:18:57 PM</div></div></div><div></div></div></div>
	<div>May 29, 2013</div> <div>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</div> <div>Dear South Mountain Study Team,</div> <div><div>1</div>I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</div> <div><div>2</div><div>3</div><div>4</div>I believe the South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.</div> <div>5</div> 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.

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

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

Sincerely,

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

Code	Issue	Response
1	Alternatives, No-Action (No-Build) Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Air Quality	
3	Health Effects	
4	Purpose and Need	Although the region’s freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
5	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
6	Biology, Plants, and Wildlife	
7	Neighborhoods/Communities	Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
8	Alternatives	Federal regulations stipulate that an environmental impact statement shall “rigorously explore and objectively evaluate all reasonable alternatives” (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No-Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the <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	<div>Michael NicolaiDocument Created: 7/24/2013 11:01:09 PM by Web Comment Form</div> <p>If the "recommended" alignments come to fruition for this project, it will be a monument to how 20+ years of planning can still manage to identify the worst possible solution.</p> <p>We live close to Pecos Road. If the freeway IS built there, we won't stay long and will probably retire outside of AZ (after 25 years in Ahwatukee). This area will eventually become blighted as a result of being squeezed between a truck bypass and South Mountain only a short distance away. It's a shame.</p> <p>The residents near Pima Road in Scottsdale nearly met the same fate with the Loop-101, but at least there was a better solution achieved in that case.</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	Purpose and Need, Truck Bypass	
3	Alternatives, Gila River Indian Community Alignment	

Code	Comment Document
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Code Comment Document

LOOP 202

South Mountain Freeway Study

2013

Draft Environmental Impact Statement COMMENT FORM

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

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

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

It is helpful to ADOT to receive comments on:

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

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

I am a resident of the Gila River Indian Community. I feel that a Loop 202 is needed and would serve all communities in the state. Given the history of the I-10 Freeway through Gila River (built in 1957) many things promised by the Federal Highway Administration have not been fulfilled through. Missing Roads, Many interchanges, maintenance, overall service.

At this time the alternative to keep the Loop 202 into Gila River is in the better interest of the community to save the Southern Pinal Mountains further destruction and trespass.

Optional

Name: Mr. Wayne Webb Email: _____
Address: Gila River Resident District - 7
City: Phoenix State: AZ Zip: 85339
Phone: _____ Fax: _____

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

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

13-180

ADOT


U.S. Department of Transportation
Federal Highway
Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

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

Code	Comment Document
	<div>Christina Noble<div>Document Created: 7/24/2013 7:23:35 AM by Web Comment Form</div><div><div>1</div><div>2</div><div>3</div><div>4</div><div>5</div><div>6</div><div>7</div><div>8</div><div>7</div><div>9</div></div><div><p>South Mountain is a unique community treasures that must be maintained and protected. I am opposed to any alignment that cuts into (and in my mind) destroys our beautiful natural amenity. If funding sources cannot afford options that preserve South Mountain - such as a bridge or a tunnel - then we should delay the project until such funding becomes available.</p><p>I understand that development pressures place increased demand on our street systems, however it is also true that building more freeways invites increased development and traffic. The notion of induced demand has been studied and known for decades. Induced demand needs to be incorporated and accounted for in the transportation study. Additionally, as presented, alternative modes of transportation appear to have been quickly cast aside as seriously considered options due to a pre-existing bias towards a freeway. I would like to see alternative options such as rail reconsidered in greater depth and incorporated into plans for the future.</p><p>The study group needs to go back to the drawing board. We must consider a more forward thinking approach that acknowledges that cities are not developed solely on freeways. Residents no longer want to live a fully auto-dependent lifestyle and demand transportation options. For Phoenix to compete into the future and draw young, smart employees we must offer increased options that include various modes of transportation.</p><p>We must work harder and invest more wisely in transportation options that preserve rather than destroy the natural assets that make our city unique. The landscape and the mountains - including South Mountain - cannot be replaced. We must preserve and protect South Mountain. We would be irresponsible stewards of our City if we destroy South Mountain by cutting a freeway through.</p></div></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	Alternatives	The Final Environmental Impact Statement provides a thorough summary of the project team’s analysis of the Bridge Alternatives. Please see pages 3-13 and 5-20. Options to build a bridge over the South Mountains were eliminated from further study not just because of high costs. They would not protect the South Mountains. Bridge Alternatives would have incident management and homeland security concerns, constructibility and maintenance issues, future expansion limitations, and undesirable intrusion-related impacts. Bridge Alternatives would not achieve avoidance of the South Mountains or meaningfully reduce use-related impacts under Section 4(f). Bridge Alternatives would increase visual impacts.
3	Alternatives	The Final Environmental Impact Statement provides a thorough summary of the project team’s analysis of the Tunnel Alternatives. Please see pages 3-14, 3-16 and 3-17, and 5-18 through 5-20. Options to build a tunnel under the South Mountains were eliminated from further study not just because of high costs. They would not protect the South Mountains. Tunnel Alternatives would create safety and constructibility concerns, undesirable intrusion-related impacts, and maintenance issues. Tunnel Alternatives would not achieve avoidance of the South Mountains or meaningfully reduce use-related impacts under Section 4(f). Tunnel Alternatives would have less visual, noise level, and habitat acreage impacts than would the open-cut design of the proposed action.
4	Alternatives	The project team’s analyses demonstrate that the proposed project is needed today. Details of this need are presented in the Final Environmental Impact Statement, beginning on page 1-13. While new projections based on the 2010 Census may show a lower anticipated population in 2035 than the previous projections showed, the need for the freeway has not changed. Waiting for available funds—that would likely never become available because tunnel or bridge alternative have accompanying environmental and other limitations that would not warrant their exceedingly high construction and maintenance costs—would not be prudent given the current and projected demand for the proposed action to relieve congestion and support regional travel mobility. The proposed action is currently funded as well as needed.
5	Purpose and Need	Although the region’s freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.

Code	Comment Document
1	<p>From: Projects To: ADOT Subject: FW: 202 highway Date: Tuesday, June 25, 2013 8:50:53 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: Tom Nofel [mailto:tomsbox75@msn.com] Sent: Monday, June 24, 2013 8:03 PM To: Projects Subject: 202 highway</p> <p>We need this highway badly. Please get this thing built already!!!!</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> <p>.</p>

Code	Issue	Response
1		Comment noted.

Code Comment Document

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

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

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

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

Sandy and Kim Nordstrom

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

Code	Comment Document
4313	<div><p>1 1996, and the need is very prevalent. Especially when</p><p>2 I-10 happens to be closed, it's a zoo getting out of</p><p>3 Ahwatukee into the Phoenix area. Other times, even going</p><p>4 to the west side takes forever. This freeway really</p><p>5 would help out the whole situation.</p><p>6 I've lived near a freeway in Tempe as I was</p><p>7 growing up, I didn't grow an extra arm or anything like</p><p>8 that, so freeways are okay. I don't believe that putting</p><p>9 it on the Gila River Indian Reservation should be</p><p>10 explored any further. The routes have been there for</p><p>11 years; people who bought houses in the path should have</p><p>12 done their homework. And it's a need -- it's a</p><p>13 necessity. It's not even a need; it's a necessity in</p><p>14 that area, and it needs to be built today. That's all</p><p>15 I've got.</p><p>16 * * *</p><p>17 MR. NORRIS: I'm in favor of building.</p><p>18 I've worked for the City of Phoenix for almost 20 years,</p><p>19 retired. But I watched this project and I hope that it</p><p>20 still will be -- should have been constructed 20 years</p><p>21 ago. Congestion around the Broadway Curve is a major</p><p>22 problem getting back and forth from the East Valley.</p><p>23 This would take off major trucks and people that don't</p><p>24 need to go through Central Phoenix. They would have an</p><p>25 alternative to go around, get off on Pecos, and then get</p></div> <div><p>Page 4</p><p>Driver and Nix Court Reporters - (602) 266-6525</p><p>www.drivernix.com</p></div>

Code	Issue	Response

Code	Comment Document
	<div>4284</div> <div><div>1Ahwatukee -- southeastern portion of Ahwatukee.</div><div>2That's all I have to say.</div><div>3</div><div>4* * *</div><div>5</div><div>6MR. ELTERS: My name is Bassam Elters,</div><div>7B-a-s-s-a-m E-l-t-e-r-s.</div><div>8My comments are that I support the Loop 202.</div><div>9I've lived in Arizona for 30 years and in the Valley for</div><div>10nearly 10 years. The traffic congestion in the area needs</div><div>11a practical solution. This corridor has been a part of</div><div>12the regional plan for years. The voters approved it</div><div>13twice, and it's time to build it.</div><div>14That's it.</div><div>15</div><div>16* * *</div><div>17</div><div>18MR. NOVAK: My name is Will Novak, N-o-v-a-k.</div><div>19I just wanted to put in a comment that I hope</div><div>20they don't build anything and save the billion-and-a-half</div><div>21dollars and do something else with it, like build some</div><div>22light rail trains or plant 15 million trees or build a</div><div>23commuter rail, any of the number of things we need in</div><div>24Phoenix.</div><div>25This is a city that is really -- we've got our</div></div> <div>Page 5</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

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2

(Comment codes continue on next page)

Code	Issue	Response
1	Purpose and Need	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.
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.

Code	Comment Document
3	<p>1 priorities all backwards. And we used to be against</p> <p>2 building freeways in Phoenix. Back in the 1970s, people</p> <p>3 used to protest against the I-10. The Arizona Republic</p> <p>4 came out against building more and more freeways here and</p> <p>5 said we don't want to be like another Los Angeles. And</p> <p>6 that's what we ended up building, a hellish automotive</p> <p>7 nightmare where everybody has to drive everywhere.</p> <p>8 And I'm sure for most people here, you know, if</p> <p>9 they just want to go to the grocery store, they have to</p> <p>10 drive there. If they want to get anything, you know, want</p> <p>11 to go to dinner, they have to drive there.</p> <p>12 I'm lucky to live in Central Phoenix. I walk</p> <p>13 pretty much everywhere and ride my bicycle. I ride my</p> <p>14 bicycle to work. That's the sort of city we need to be</p> <p>15 building, a 21st Century city where we have multimodal</p> <p>16 options.</p> <p>17 It's really depressing that all these middle-aged</p> <p>18 white guys at ADOT are going to be shoving this down our</p> <p>19 throats and that by the time it's built and developed,</p> <p>20 they'll all be dead so it doesn't really matter. But I've</p> <p>21 got to live here until I'm 90, because I love Phoenix and</p> <p>22 want to see it thrive. So me and my kids, we'll have to</p> <p>23 worry about choking to death on all the pollutants in the</p> <p>24 air, but, you know, eff it, the ADOT guys will be dead.</p> <p>25 Luckily, I'll be mayor by then, so I'll make sure they</p> <p>Page 6</p> <p>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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


Code	Comment Document
	<div><div></div><div><div>1 don't get their jobs back. We'll give them to people with</div><div>2 sense in their heads.</div><div>3 Anyhow, thanks for listening. ADOT, you're</div><div>4 depressing as always.</div><div>5</div><div>6 * * *</div><div>7</div><div>8 UNIDENTIFIED SPEAKER: The biggest thing right</div><div>9 now, I think, is why is it that it's only one day and</div><div>10 during the workday, like, this particular public hearing</div><div>11 and the forum and everything like that? Because normal</div><div>12 people work Monday through Friday, 8:00 to 5:00, so it</div><div>13 seems like it would be better, like, on a weekend, all day</div><div>14 Saturday and all day Sunday.</div><div>15 Because there's a lot of information for people</div><div>16 to kind of comprehend, especially for the people who may</div><div>17 be newer to the community and not familiar with the NEPA</div><div>18 process, not familiar with the technical process, I think</div><div>19 a bigger span of time would have been better.</div><div>20</div><div>21 * * *</div><div>22</div><div>23 MR. CASTLE: Patrick, C-a-s-t-l-e.</div><div>24 I just spoke in the other room, but I think that</div><div>25 the key thing that we saw in years in living in an area</div></div></div> <div><div>Page 7</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code

Comment Document

From: [Projects](#)
To: [ADOT](#)
Subject: FW: Question
Date: Thursday, June 27, 2013 11:03:00 AM

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


From: Matt Novak [mailto:mnovak4@cox.net]
Sent: Wednesday, June 26, 2013 1:03 PM
To: Projects
Subject: Question

Hello,

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

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

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

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

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

Code	Comment Document
	<p><i>American Allstar Realty which may be privileged, confidential or otherwise protected from disclosure. The information is intended to be for the addressee(s) only. If you are not an addressee, any disclosure, copy, distribution, or use of the contents of this message is prohibited. If you have received this email in error please notify the sender by reply mail and delete the original message and any copies. American Allstar Realty is not associated with the government, and our service is not approved by the government or your lender. Even if you accept this offer and use our service, your lender may not agree to change your loan.</i></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	<div><div>Carolyn Nutter</div><div>Document Created: 5/21/2013 8:52:45 PM by Web Comment Form</div><div>Please, lets get this project underway. This highway is much needed. Baseline Rd., a road that I travel to the East Valley, gets very crowded. It is approximately 12 miles of traveling on Baseline Rd, stop and go traffic, just to get to highway 10 or 60. Also, the only way to get across the Salt River and travel north is limited. If 91st Ave and 67th Ave are flooded, 51st Ave is the closest option. This increases the time it takes to get somewhere and also increases cost as it takes more fuel. Please, please, lets get this project underway.</div></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div><div><div><div></div></div></div><div><div><div>From:</div><div>To:</div><div>Subject:</div><div>Date:</div></div><div><div>Sierra Club on behalf of Bob Obijiski Projects Comments in opposition to South Mountain Freeway Monday, June 03, 2013 7:12:40 PM</div></div></div></div></div></div> <div><div>Jun 3, 2013</div><div>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</div><div>Dear South Mountain Study Team,</div><div><div>1</div><div>I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</div></div><div><div>2</div><div>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.</div></div><div><div>3</div><div></div></div><div><div>4</div><div>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.</div></div><div><div>5</div><div></div></div><div><div>6</div><div>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.</div></div><div><div>7</div><div></div></div><div><div>8</div><div>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.</div></div><div><div>9</div><div>IT IS EXACTLY THESE DECISIONS THAT HAVE LED TO THE 100 DEGREE MARK AT MIDNIGHT. THERE IS TOO MUCH PAVEMENT AND TOO LITTLE OPEN SPACE. THIS HAS TO STOP SOMEWHERE! THE MORE YOU DEVELOP, THE MORE DEVELOPMENT YOU ENCOURAGE. SINCE THIS IS AMERICA AND MORE SO, ARIZONA, WE WANT TO DO WHAT WE WANT WITHOUT REGARD FOR THE CONSEQUENCES WE CREATE. STOP HIGHWAY EXPANSION AND TAKE CARE OF WHAT YOU HAVE.</div></div><div><div>1</div><div>Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</div></div></div>

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>Mr. Bob Obijiski 4920 E Nihigan Pass Sedona, AZ 86336-9143</p>

Code	Issue	Response
8	Neighborhoods/ Communities	Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.
9	Heat Island	As buildings, parking lots, roads, and other infrastructure replace open land and vegetation, an urban heat island may result. The heat island effect is of a regional nature and, therefore, there is no requirement to analyze potential impacts and no possibility of determining the localized contribution at the project level to the regional heat island effect. It is likely, however, that a proposed project such as the South Mountain Freeway would be a minor contributor to the overall issue.

Code

Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 7:04 PM
CALLER: MICHAEL O'BRIEN	ADDRESS: 7937 W. WINDROSE DRIVE, PEORIA, AZ 85381
PHONE:	EMAIL:
CALLER REMARKS/QUESTIONS: I support the South Mountain Freeway. Thank you.	

1

Code	Issue	Response
1		Comment noted.

Code

Comment Document

1

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

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

CALLER REMARKS/QUESTIONS:

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

Code	Issue	Response
1		Comment noted.

Code

Comment Document

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

FYI

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

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

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

We need a frontage road provided to allow access to our parcel and all parcels in the area.

Regards.

Kent Oertle

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

1

2

TELEPHONE CONVERSATION RECORD

SOUTH MOUNTAIN FREEWAY INFORMATION LINE

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

CALLER REMARKS/QUESTIONS:

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

RESPONSE:

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

Jessica Amend
HDR/InfraConsult

RESPONSE DATE:	RESPONSE TIME:	HDR STAFF INITIAL:
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Code	Issue	Response
1	Design	The proposed freeway does not currently include frontage roads or an interchange in this location. The access locations are primarily at connections to existing roads within the region's arterial street system. During the right-of-way acquisition process, the Arizona Department of Transportation would evaluate the need to provide access to given properties on a case-by-case basis. Examples of how the Arizona Department of Transportation would adjust local streets to retain circulation are presented on pages 3-56 and 3-57 of the Final Environmental Impact Statement.
2	Acquisitions and Relocations	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix. Additional information about the property acquisition process is available on the Arizona Department of Transportation's Web site, in the Right-of-Way Group Acquisition, at <azdot.gov>.

Code	Comment Document
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Code Comment Document

LOOP 202

South Mountain Freeway Study

Draft Environmental Impact Statement COMMENT FORM

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

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

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

It is helpful to ADOT to receive comments on:

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

Comments must be received or postmarked by July 24, 2013. I fully support the concept of the Loop 202 South Mountain Freeway. After reviewing the exhibits I was surprised to see no improvements to I-10 between the Loop 101 and the alternatives W101 and W59. Would not costs to upgrade I-10 to handle the increased traffic flow from the L101 to L202 on I-10 be a logical expense in order to compare with W101? Operationally W101 would be superior to W101 and W59. I am not convinced at this point that W59 is the logical alternative. I will go online to review the documents more fully. Overall, the presentation video was excellent and displays were great. Study team member present handled my questions well.


Optional


Name Brad Olbert Email _____
Address 273 S. Gibson Street
City Gilbert State Az Zip 85296
Phone _____ Fax _____

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

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

13-158





FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

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

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

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

Code	Comment Document
1	<div><div><div>Kerilei Oldoerp</div><div>Document Created: 5/18/2013 11:39:50 PM by Web Comment Form</div></div><div>In these difficult economic times additional expenditures on unnecessary freeway development is unwarranted.</div></div>

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

Estudio de la Autopista
South Mountain
 LOOP 202

2013

Reporte Del Impacto Ambiental
 FORMULARIO DE COMENTARIOS

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

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

Para ADOT es muy útil recibir comentarios sobre:

- Alguna alternativa en particular, 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.

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

1

Conjestion on I-10 between I-17 & I-19 is a big locked during rush hour, so it would be better if the connection is made at the 101 T.I.

Opcional

Nombre David Olivarez Correo Electrónico _____

Dirección _____

Ciudad _____ Estado _____ Código Postal _____

Teléfono _____ Fax _____

Los comentarios deben ser recibidos o tener el sello postal con fecha límite de Julio 24, 2013. Los comentarios pueden ser depositados en la reunión de hoy, enviados por correo electrónico a projects@azdot.gov o por correo regular a : ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

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

13-950

PARA MÁS INFORMACIÓN:
azdot.gov/SouthMountainFreeway

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

Code Comment Document

4378

1 say.

2 THE FACILITATOR: Thank you.

3 MR. NEELY: Thank you.

4 THE FACILITATOR: Vicky Oliver.

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

13 THE FACILITATOR: Thank you.

14 Jake Speck.

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

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

Page 32

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

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div>Christo Olivier</div> <div>Document Created: 5/12/2013 7:59:47 PM by Web Comment Form</div> <div>W101 Alternate Central Option preferred option.</div>

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	<div><div><div><div><div></div><div><div>From: Projects</div><div>To: ADOT</div><div>Subject: FW: South Mountain EIS Comment</div><div>Date: Wednesday, May 22, 2013 10:49:37 AM</div></div></div></div></div></div> <div><div><div><div><div>From: kolsonus@gmail.com [mailto:kolsonus@gmail.com] On Behalf Of Kevin Olson</div><div>Sent: Tuesday, May 21, 2013 5:37 PM</div><div>To: Projects</div><div>Subject: South Mountain EIS Comment</div></div></div><div><p>I am writing to comment on the South Mountain Freeway EIS and in support of building the proposed freeway as soon as budget allows. I live in Tempe and am a regular user of the I-10, the 202, the 101 and the 60. I can remember, many years ago, when the full opening of the 101 in N. Scottsdale had a noticeable impact in reduced congestion on I-10.</p><p>It is clear to me that the building the South Mountain represents a key opportunity to divert traffic that now uses the I-10 to an alternate route and delay the complete spiral of the I-10 into gridlock. The benefits for mobility throughout the Valley are significant.</p><p>Thank you</p><p>Kevin Olson Tempe, Arizona</p></div><div><div>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.</div><div>.</div></div></div></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div><div><div></div><div>From: Stewart Ongchin</div><div>To: Projects</div><div>Subject: Comments on the proposed loop</div><div>Date: Wednesday, July 24, 2013 7:17:24 PM</div></div></div><div><div><div>1</div><div>2</div><div>3</div><div>4</div><div>5</div></div><div><p>My fear with the proposed loop is that it'll be used as a truck bypass instead of going thru downtown. Not to mention the disruption it'll have to south mountain and the increased pollution to the surrounding areas. I've heard of other issues of water reserves and other things being impacted. Overall I'm not in favor of the proposed loop and fear that the loop will be detrimental to the environment and quality of life for the immediate habitants.</p><p>Thanks, Stew....</p></div></div></div></div>


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	Section 4(f) and Section 6(f)	
3	Air Quality	
4	Groundwater	The Study Area is located within two Active Management Areas that are regulated by the State of Arizona. The Arizona Department of Water Resources administers groundwater use. Water level decline in one subbasin can be offset by recharging water in another subbasin of the Active Management Area. The Arizona Department of Water Resources regulates drilling, installation, and abandonment of groundwater wells. (See Final Environmental Impact Statement page 4-104.) If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner would be compensated by drilling a new well according to State regulations/standards. (See the text box on Final Environmental Impact Statement page 4-108.)
5	Neighborhoods/ Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).

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Code	Comment Document						
	<div><div><div>1</div><div>2</div></div><div><div><div><div>TELEPHONE CONVERSATION RECORD</div><div>SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div></div><table><tr><td>INCOMING CALL DATE: 7/23/13</td><td>INCOMING CALL TIME: 2:36 PM</td></tr><tr><td>CALLER: ORLANDO ORLEANES</td><td>CALLER ADDRESS: 85007</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div><div>CALLER REMARKS/QUESTIONS:</div><div>Hello there, I would like to propose that nobody build the 202 freeway. I feel it would lead to a destructive freeway affecting indigenous communities. So I ask that you vote no in building the proposed 202 freeway extension. That's a no build – no.</div></div></div></div></div>	INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 2:36 PM	CALLER: ORLANDO ORLEANES	CALLER ADDRESS: 85007	PHONE:	EMAIL:
INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 2:36 PM						
CALLER: ORLANDO ORLEANES	CALLER ADDRESS: 85007						
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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	Cultural Resources	

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Code	Comment Document
	<div><div><div><div><div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div></div></div></div></div></div> <div><p>From: Projects To: ADOT Subject: FW: south mountain loop 202 Date: Wednesday, July 17, 2013 4:02:28 PM Attachments: image001.png</p><hr/></div> <div><p>Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov </p><hr/></div> <div><p>From: Antonio Ortiz [mailto:ortizantonio22@yahoo.com] Sent: Wednesday, July 17, 2013 3:09 PM To: Projects Subject: south mountain loop 202</p></div> <div><p>Hello! I am a tribal member of the Gila River Indian Community, my comment is, I believe the freeway is your problem. Bulldoze the mountain down, let us conquered people left alone. How much more can you take from us ? Your attempt to murder us all, was almost successful. Now, you want what little land and pride(south mountain) what we have left, is very shameful. Your people(white) have no soul's I pray for you and your kind. Have your goon's flash money to our people but we will know that all of this construction for " prosperity" and "to lessen traffic" is absurd. Go arrest or shoot some more mexicans or black's maybe that will curb your quest for expansion.</p><hr/></div> <div><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></div>

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.

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.

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

1

2

3

4

Don't Ruin Pecos Road- I RIDE my Bicycle there + you don't need to use that area- find another parcel of land GRIC needs to be asked again if they would let you build there - Don't BUILD ON PECOS!

You are destroying so many peoples houses + ruining our homes by sending all this traffic into my back yard.

I OPPOSE THIS ROAD Build ELSEWHERE!

Optional

Name

2817 W. ASHURST

City

PHX

State

AZ

Zip

85045

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

Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	Alternatives, E1 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Alternatives, Gila River Indian Community Alignment	
3	Neighborhoods/Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
4	Neighborhoods/Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).

(Comment codes continue on next page)

Code	Comment Document
<div><div>LOOP 202</div><div><i>South Mountain</i> Freeway Study</div><div>2013</div></div> <div><div>Draft Environmental Impact Statement</div><div>COMMENT FORM</div></div> <div><div>Additional Comments:</div><div><div>1</div><div>Dont build it on pecos!</div></div></div> <div><div>ADOT</div><div><div>U.S. Department of Transportation Federal Highway Administration</div><div>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</div></div></div>	

Code	Issue	Response

LOOP 202

South Mountain

Freeway Study

2013

Draft Environmental Impact Statement

COMMENT FORM

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

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

It is helpful to ADOT to receive comments on:

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

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

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2

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1

4

I understand the need for future growth to connect the east and the west valley. I get it. I don't get why we would destroy the Ahwatukee community and churches and homes to build the highway on Pecos.

It is a quiet and peaceful and pristine mountain preserve.

Why can't we build the highway where there are no homes and no one's community will be destroyed.

Take to the Gila River Indian community —

Optional

NameTania OsborneEmailtstreungotwalt@gmail.com

Address2817 W Ashurst Dr

CityPhoenixStateAZZip85048

Phone602-363-9449Fax

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 1265, Phoenix, AZ 85007

ADOT

U.S. Department of Transportation
Federal Highway
Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
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4	Alternatives, Gila River Indian Community Alignment	

Code	Comment Document
<div><div>LOOP 202</div><div>South Mountain Freeway Study</div><div>2013</div><div>Draft Environmental Impact Statement</div><div>COMMENT FORM</div><div>Additional Comments: _____</div><div><div>5</div><div>make it worth their while to build the road off of maricopa instead of Pecos.</div></div><div><div>6</div><div>7</div><div>What about losing the cycling on Pecos & the quiet hiking and mountain biking through the preserve between Chandler & 27th Avenue.</div></div><div><div>2</div><div>1</div><div>Please don't throw all these folks from their homes and make Ahwatukee a throughfare!</div></div><div><div>5</div><div>3</div><div>Build the loop 202 South, just don't build it on Pecos! go further South please. Preserve Ahwatukee!</div></div><div><div>4</div><div>3</div><div>Talk to Gila Indian Community. Figure it out. They have the land. make it lucrative enough for them to consider an alternative</div></div><div><div>3</div><div>charge us more to pay them to put the highway miles south of Pecos.</div></div></div> <div><div>ADOT</div><div><div>U.S. Department of Transportation</div><div>Federal Highway Administration</div></div><div>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</div></div>	

Code	Issue	Response
5	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>
6	Traffic	<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>
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>

Code	Comment Document
	5039
1	1 CARL OSBORN: I'm opposed to it where it's
2	2 in the current location where they are showing the
3	3 current location because it impacts too many things in my
2	4 opinion. We're going to lose Pecos Road which I ride my
3	5 bicycle on all the time. There are so many houses and
4	6 things that are being destroyed to make it. People put
5	7 their -- I'm not one of them, but I live close enough to
6	8 it that I don't want the noise. I know the people that
7	9 are losing their houses, I can't even imagine.
8	10 I know I read and heard about that they
9	11 tried to propose doing it to the Gila River Community and
10	12 they opposed it. They need to find another way then.
11	13 I think putting it where it's at is
12	14 ridiculous. You're impacting so many people in the east
13	15 Valley.
14	16 Looking at the video, the west Valley
15	17 doesn't look like too many houses in the place where it's
16	18 going through right now. I don't think there are too
17	19 many people there that will try and oppose it.
18	20 But in the east Valley, it's impacting so
19	21 many people down here. It seems to me so much impact to
20	22 people's lives that live down here. I moved here and I
21	23 understand it was always proposed since 1985, but they
22	24 let people build houses down here without --
23	25 I mean, it's taken how long? 20 plus
Page 23	
Driver and Nix Court Reporters - (602) 266-6525	
www.drivernix.com	

Code	Issue	Response
1	Alternatives, E1 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Traffic	The study has considered concepts for parallel multiuse paths; however, the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.
3	Neighborhoods/ Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
4	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Alternatives, Gila River Indian Community Alignment	
6	Neighborhoods/ Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
7	Acquisitions and Relocations	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
8	Social Conditions	While the City has some ability to control development through its zoning ordinances, the City does not have the authority to stop private land from being developed. The Arizona Department of Transportation was able to acquire large tracts of land along the Pecos Road alignment in the 1980s, but funding shortfalls kept the Arizona Department of Transportation from acquiring all of the needed land. Developers were aware of the potential freeway and made the decision to develop the land despite the risk that the freeway would eventually be built. Citizens were also aware of the potential and chose to buy homes near the freeway despite the same risk. Information related to freeway awareness and the responsibilities of the City of Phoenix, developers, and the Arizona Department of Transportation related to disclosure of the planning for the freeway is presented on page 4-13 of the Final Environmental Impact Statement.

Code	Comment Document
6	<div><div>1 years; right?</div><div>2 And you built so many things down here.</div><div>3 And now people have their house and their life down here.</div><div>4 And I don't want that thing in my backyard. It just</div><div>5 seems to me so much impact to people's lives that live</div><div>6 down here.</div><div>7 Don't build it.</div><div>8</div><div>9</div><div>10</div><div>11</div><div>12</div><div>13</div><div>14</div><div>15</div><div>16</div><div>17</div><div>18</div><div>19</div><div>20</div><div>21</div><div>22</div><div>23</div><div>24</div><div>25</div></div> <div>Page 24</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response

Code	Comment Document
	5040
1	1 TANIA OSBORN: It sucks. Build it. Just
2	2 don't build it where you're looking to build it.
3	3 It's hard not to see Maricopa Road a mile
4	4 south and not think that is, like, the perfect way to go.
5	5 Why kill a community to go through there?
	6 It just -- It doesn't make sense.
	7 And, yes, let's talk to the Gila Indian
	8 Community because the money that we're going to spend
	9 destroying people's homes could be used to compensate
	10 them to try to build more where there is nothing
	11 established right now.
	12 (The public comments conclude at this point.)
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	Page 25
	Driver and Nix Court Reporters - (602) 266-6525
	www.drivernix.com

Code	Issue	Response
1	Alternatives, E1 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
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	Neighborhoods/ Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
4	Alternatives, Gila River Indian Community Alignment	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Neighborhoods/ Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)

Code

Comment Document

1

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 4:29 PM
CALLER: HENRY OSOINACH	CALLER ADDRESS: 9818 E. WATFORD WAY, SUN LAKES, AZ 85248
PHONE:	EMAIL:
CALLER REMARKS/QUESTIONS: I highly support this. It has been on the books for many years and there are no residents that have a legitimate claim that they didn't know about it and really think it is way over due. I do have property in Ahwatukee and think it should happen. Thank you.	

Code	Issue	Response
1		Comment noted.

Code

Comment Document

From: [Projects](#)
To: [ADOT](#)
Subject: FW: NO BUILD - Loop-202 freeway extension
Date: Monday, July 22, 2013 8:49:49 AM

From: Alyssa [<mailto:tetramorium@gmail.com>]
Sent: Sunday, July 21, 2013 4:01 PM
To: Projects
Subject: NO BUILD - Loop-202 freeway extension

The proposed 202-west extension is NOT needed or even good for us!

South Mountain is a beautiful place and must be preserved. The freeway extension is NOT necessary and will cause destruction to the landscape. I watched the desert behind my home torn apart by the 202 Santan freeway in Chandler and I DO NOT want it to happen again. The desert that was destroyed used to be home to coyotes, jackrabbits, and countless other Arizona animals. When the freeway was made those coyote packs were forced out, killed, crushed by cars, and became roadkill. I never heard the howls of coyotes after that...and driving down the 202 made me horribly depressed when I saw crushed animals on the side.

The 202 has already destroyed so much land.
Don't continue to destroy SOUTH MOUNTAIN. There are plenty of other roads already.

NO BUILD ON THE 202 FREEWAY EXTENSION.

-Alyssa Overson

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

Code	Comment Document
	<div><div><div><div><div></div><div><div><div><div><div></div><div><div></div></div></div><div><div><div>From:</div><div>To:</div><div>Subject:</div><div>Date:</div></div></div><div><div><div>MICHAEL D OWEN</div><div>Projects</div><div>South Mtn Freeway</div><div>Friday, June 21, 2013 12:52:42 PM</div></div></div></div></div></div></div><div><div><div>1</div><div><p>Just build the dang freeway already. The tribe has had their say, and didn't care about the economic advantages to their community. Too bad for them. I am tired of Phoenix traffic getting worse by the year. How much gasoline is wasted with cars sitting in gridlock day after day? How much time is wasted?</p><p>Michael Owen</p><p>Phoenix resident for over 30 years.</p></div></div></div></div></div></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div><div><div><div><div></div><div><div>From: Projects</div><div>To: ADOT</div><div>Subject: FW: South Mountain Freeway comments on Draft EIS</div><div>Date: Tuesday, May 14, 2013 9:37:32 AM</div></div></div></div></div></div> <div><div></div><div><div>From: Hal Owens [mailto:hal@pcireload.com]</div><div>Sent: Sunday, May 12, 2013 4:18 PM</div><div>To: Projects</div><div>Subject: South Mountain Freeway comments on Draft EIS</div></div></div> <div><p>To whom it may concern,</p><p>I have reviewed the Draft EIS on the proposed South Mountain Freeway. It sounds like completion of this freeway is a good thing for the environment and I support its completion as soon as possible.</p><p>Thanks,</p><p>Hal Owens</p><p>Phoenix, AZ</p></div> <div><div>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.</div><div></div></div>

Code	Issue	Response
1		Comment noted.

Code

Comment Document

1

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 7/24/13	INCOMING CALL TIME: 11:57 AM
CALLER: LINDA PACE	CALLER ADDRESS: 2039 WEST WINDSOR AVENUE, PHOENIX, ARIZONA 85009
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:
Hello, I support the South Mountain freeway construction. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div><div>Alicia Pacheco</div><div>Document Created: 5/21/2013 11:02:11 PM by Web Comment Form</div><div>I oppose AND DO NOT want the W 101 alternative central option as a possible location to connect the 202. This freeway would be in my back yard and over my roof, literally. This community is still underdeveloped with houses still being bought and built. We are in need of more grocery stores and schools not a freeway. There are 3 schools that would be in its path and/or under it. This connection WILL bring our neighborhoods down in value, that of which are still trying to recover from this economy, but even more so create problems with re-sale. It would also create more unwanted traffic and noise. I will continue to fight and oppose this option to protect my home and its value.</div></div>
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3	
4	

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	Economics, Socioeconomics	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138–47; “Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor”). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
3	Purpose and Need	Although the region’s freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
4	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
12	<div>Raymond Pacheco</div> <div>Document Created: 5/21/2013 11:09:24 PM by Web Comment Form</div> <p>The freeway option alternative is a bad option for a struggling housing market in the city of Tolleson. The freeway route would create more noise and traffic to the area. The neighborhoods are finding it difficult to recover their original home values. The area is one of Phoenix's lowest ranking cities when it comes to home values. Again this would be a serious blow and set back to regaining what was lost with the housing collapse six years ago.</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	Noise	

Code	Comment Document
	5020
1	<div>1MS. PACKER: First of all, let's see. I am</div> <div>2resentful that they're insisting that this is not a truck</div> <div>3route. I feel that there is no way trucks are going to go</div> <div>4through downtown Phoenix when they can take this route to get</div> <div>5to the other side of town.</div>
2	<div>6I think it's a shame that they're blasting through</div> <div>7South Mountain. That's such an important asset that we have</div> <div>8here. I feel that there is so much still left up in the air</div> <div>9about the design process and so forth.</div>
3	<div>10And I'm fearful how far this will go before they</div> <div>11say to the Indians, "Never mind, we don't want to negotiate</div> <div>12with you anymore," or, "We're not taking anything from you.</div> <div>13We're doing it our way."</div>
4	<div>14I think it's an inexpensive freeway, in that it's</div> <div>15not going to be below grade.</div> <div>16And I am afraid of them destroying the water</div> <div>17sources for Lakewood Lake -- Lakes and the Foothills Golf</div> <div>18Course. And they don't really have a plan for replacing that</div> <div>19water.</div>
5	<div>20So I think this whole thing is a very bad idea</div> <div>21that's been hoisted on us after too many years. I realize this</div> <div>22has been planned for 20 more -- more than 20 years, but I still</div> <div>23think that it went too far before they really started making</div> <div>24their real plans. And too much happened, in the meantime, for</div> <div>25them to come now and say, "Okay, this is where the road is</div>
Page 6	
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	Section 4(f) and Section 6(f)	
3	Alternatives, Gila River Indian Community Alignment	
4	Groundwater	The Study Area is located within two Active Management Areas that are regulated by the State of Arizona. The Arizona Department of Water Resources administers groundwater use. Water level decline in one subbasin can be offset by recharging water in another subbasin of the Active Management Area. The Arizona Department of Water Resources regulates drilling, installation, and abandonment of groundwater wells. (See Final Environmental Impact Statement page 4-104) If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner would be compensated by drilling a new well according to State regulations/standards. (See the text box on Final Environmental Impact Statement page 4-108.)
5	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
	<div><div><div>1 going."</div><div>2 And I think that's probably all I can say except,</div><div>3 "Boo."</div><div>4</div><div>5</div><div>6</div><div>7</div><div>8</div><div>9</div><div>10</div><div>11</div><div>12</div><div>13</div><div>14</div><div>15</div><div>16</div><div>17</div><div>18</div><div>19</div><div>20</div><div>21</div><div>22</div><div>23</div><div>24</div><div>25</div></div><div>Page 7</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code

Comment Document

1

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 7:39 PM
CALLER: CHRISTOPHER J. PADDOCK	CALLER ADDRESS: 9739 S. GRANDVIEW DRIVE, TEMPE, AZ 85284
PHONE: 480-961-9153	EMAIL:
CALLER REMARKS/QUESTIONS: I totally support the building of the South Mountain Freeway. I lived in south Tempe since 1984 and I think it's ridiculous that is hasn't been built and I would suggest that anyone that opposes it either from a financial interest or the to the contrary should be committed to the Arizona State Hospital. The freeway needs to be built. While I recognize that it won't be built until after I'm retired, but it's best for the economic growth of the valley for reasons of pollution, farm out concerns and traffic congestion. Thank you.	

Code	Issue	Response
1		Comment noted.

Code

Comment Document

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

INCOMING CALL DATE: 6/15/13	INCOMING CALL TIME: 1:00 PM
CALLER: DAL PAGET	CALLER ADDRESS: 5756 W. MARCONI AVE., GLENDALE, ARIZONA 85306
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:
I'm calling to let you know I support the building of the South Mountain freeway.

1

Code	Issue	Response
1		Comment noted.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div>1 the traffic in this regional area is going to increase</div><div>2 over the coming decades and I feel like we have an</div><div>3 opportunity at this moment to mitigate what may be a</div><div>4 terrible transportation nightmare in a few short decades</div><div>5 if we don't act at this point. When I see semi-trucks</div><div>6 standing at idle at a dead stop on the freeway and I look</div><div>7 out and I see the haze and the air pollution in downtown,</div><div>8 I really don't believe that this is a sensible solution</div><div>9 to route a lot of that major transportation of goods</div><div>10 through the region, through the area around the downtown</div><div>11 area and out of that way where there's a lot of local</div><div>12 traffic that needs to get to and from work.</div><div>13 And additionally, I just see this, again, as an</div><div>14 inevitable, the traffic issues we're facing are going to</div><div>15 inevitably become worse over the coming decades. At this</div><div>16 point I really feel that ADOT has done an excellent job.</div><div>17 I've lived here in Phoenix for 15 years and I enjoy being</div><div>18 able to travel on the loop freeways, it's the I-10 that I</div><div>19 struggle with. And I really think we have an excellent</div><div>20 transportation system and we need to stay ahead of that</div><div>21 curve, so in that way I do support it.</div><div>22 Last point I'd like to make, I'm an</div><div>23 environmental consultant, I do work for metropolitan</div><div>24 areas as well as some work for ADOT, and this potential</div><div>25 freeway project is a great opportunity for me as a</div></div><div>Page 45</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Comment Document
	<div><div></div><div><div>1 businessman to be able to help assist for my company, for</div><div>2 us to personally be involved in this important work, to</div><div>3 support me and my family and support our region and our</div><div>4 city with the positive outcome of this project, so thank</div><div>5 you.</div><div>6 THE FACILITATOR: Thank you.</div><div>7 Jeff Krobot.</div><div>8 MR. KROBOT: Afternoon, thanks for giving me a</div><div>9 chance to talk. Quickly, I wanted to just voice my</div><div>10 support for building the 202. I've been in the Valley</div><div>11 for about 20 years now and I'd agree with the last</div><div>12 gentleman that ADOT has done a very good job with the</div><div>13 network of freeways. In that 20 years, I spent two years</div><div>14 not in the Valley and lived in some cities that ignored</div><div>15 the future transportation needs of their residents, and</div><div>16 then they were trying to build things later rather than</div><div>17 sooner. I'd like to avoid that and just support the 202</div><div>18 construction now. Thanks.</div><div>19 THE FACILITATOR: Thank you.</div><div>20 Please feel free to use either microphone when</div><div>21 you come up.</div><div>22 Mike Radack.</div><div>23 MR. RADACK: Hello. I'd like to voice my</div><div>24 approval of the building of the highway. I moved here</div><div>25 about nine years ago and actually moved from Denver,</div></div></div> <div><div>Page 46</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Comment Document
12	<p>native people. So I am very alarmed that your spam mail makes no mention of the freeways plan to move through native lands. This is the biggest hold up for this project, yet you do not mention it, why? Until the concerns of the native people have been addressed I support them in delaying this project."</p> <p>This is how I feel about the SM project and I should hope that whatever action ADOT chooses that it will be done with respect in accordance with wishes of the native peoples and all of the responsibility expected of our appointed and elected officials.</p> <p><i>David Palladini</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
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	Cultural Resources	

Code

Comment Document

1

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/17/13	INCOMING CALL TIME: 3:27 PM
CALLER: MARYANNE PALMER	CALLER ADDRESS: 7753 N. 17 TH PLACE, PHOENIX, AZ 85020
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:
Yes I do agree on this freeway. Hello.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div>Patrick PanettaDocument Created: 7/9/2013 1:45:21 PM by Web Comment Form</div> <p>As a previous member of the Ahwatukee Village Planning Committee, and alternate member of the South Mountain Citizen's Advisory Team, I know that these comments will be read but will in all likelihood be disregarded. Nonetheless, I would like to get a couple of things on record regarding the Draft EIS.</p> <p>First, per the MAG 2001 modeling (Figure 22, Page 39 of the 10/31/2002 draft report) the Trip Distribution projected for the facility indicates that just 7% of the traffic will enter/leave on I-10 to the west, and just 12% will do so to the south. The major justification for a full-fledged, 8-lane freeway is to relieve the congestion caused by the traffic moving through the city from one end of the urban area to the other. But these MAG numbers indicate that less than 20% of the vehicles on the SMF will be doing so. Another number in this projection is that 19% of the usage (or the same percentage as that of the anticipated through traffic), will be from Ahwatukee, the bulk of which will continue to utilize the stretch from 27th Avenue east to I-10 for the commute to downtown. That volume is already being easily accommodated by the existing four-lane Pecos Road "parkway" facility. (I would attach the graphic but no option was given to do so on this comment form).</p> <p>Second, at the public meeting in May, a sign was displayed titled "Design Adjustments, Arizona Parkway Concept". The information on this sign is at best misleading, and at worse, patently false. The statement says that the parkway concept was "considered but eliminated from further consideration because it:</p> <ul style="list-style-type: none">- would not help improve congestion;- would not remove a sufficient amount of traffic from the arterial network;- would not meet the proposed project's purpose and need." <p>Right next to these statements is a graphic showing that a parkway could accommodate 105,000 vehicles, while the corridor need was listed at 150,000 vehicles. So moving 105,000 vehicles along a parkway concept (70% of the projected need) would not help improve congestion, remove a significant amount of traffic from the arterial network, nor meet the proposed project's purpose of connecting the two sides of the valley and providing a downtown bypass option? Really? I think this would have been a perfectly acceptable compromise between ADOT and the local community but was summarily dismissed because it wasn't part of the original 1985 Transportation Plan.</p> <p>I understand and support the need for an east-west connection south of town, but still believe a parkway concept, or even a hybrid solution of a parkway along the Pecos alignment to 51st Avenue, with a full freeway facility from there north to I-10 is still a viable, and preferable alternative that ADOT seriously needs to consider. It would be much cheaper for ADOT, less impactful to the Ahwatukee community, and would like eliminate the need to blast through South Mountain, as a smaller facility needs less room, and could potentially be palatable enough the Gila River Indian Community to allow a small portion of it to reside on their land from 43d to 51st Avenue. And it would still be moving a significant amount of traffic around</p>
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Code	Issue	Response
1	Traffic	Information related to origins and destinations of motorists that would use the proposed freeway is presented in Figure 3-18 on page 3-36 of the Final Environmental Impact Statement. The definition of freeway users considers only those motorists who travel through the South Mountains; so, motorists who begin their trips in Ahwatukee Foothills Village and travel east to Interstate 10 (Maricopa Freeway) or motorists who begin in Laveen Village and travel north to Interstate 10 (Papago Freeway) are not counted in the analysis. The analysis of origins and destinations shows that 73 percent of travelers would be involved in trips beginning or ending in the Study Area or areas immediately surrounding it. Seven percent of the trips would begin, end, or begin and end outside of the Maricopa Association of Governments region; ten percent would either begin or end in Pinal County.
2	Alternatives	In the best-case scenario, a parkway would carry approximately 105,000 vehicles per day, well below the average daily traffic on the proposed freeway, which would range from 117,000 to 190,000 vehicles per day (see Final Environmental Impact Statement page 3-19). As a result, the Arizona Parkway would lack sufficient capacity to meet projected travel demand. The Arizona Parkway would not adequately address the projected transportation system capacity deficiency, would not remove a sufficient amount of traffic from arterial streets, and, therefore, would not meet the project's purpose and need. For these reasons, the Arizona Parkway was eliminated from further consideration.
3	Alternatives	The Gila River Indian Community has not allowed the project team to consider alignments on its land, so extending Pecos Road to 51st Avenue is not feasible. A hybrid facility is not desirable because the transition points typically result in substantial bottlenecks to the system (an example on a smaller scale is State Route 143 transitioning into 48th Street). The comparison of travel demand served by the parkway and freeway considers eight-lane facilities for both. The parkway would include four lanes in each direction while the freeway would include three general purpose lanes and one high-occupancy vehicle lane in each direction. Therefore, the general width of the facilities would be relatively the same as they pass through the South Mountains, resulting in similar impacts. The proposed freeway is part of the multimodal <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 Draft Environmental Impact Statement page 1-13) and other facilities and programs in the <i>Regional Transportation Plan</i> . Even with these planned improvements, the proposed project remains a vital component of the Regional Freeway and Highway System.
4	Alternatives, Gila River Indian Community Alignment	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
	<p>the valley. Couple this with the Broadway Curve widening local/express project, and the expanding Intelligent Transportation Systems infrastructure, and the targeted Levels of Service for the Regional Freeway system could be easily met.</p> <p>The SMF is the easy, yet most costly, disruptive, and uncreative solution to the projected transportation challenges.</p>

Code	Issue	Response

Code	Comment Document
1	<div><p>From: Projects To: ADOT Subject: FW: Build the South Mountain Freeway Date: Wednesday, May 22, 2013 10:54:24 AM</p><hr/><p>-----Original Message----- From: PARKER, BRAD [mailto:BPARKER@mesamaterials.com] Sent: Monday, May 20, 2013 7:53 PM To: Projects Cc: info@buildthe202.com Subject: Build the South Mountain Freeway</p><p>As a commuter from the East Valley to the West Valley each day I understand the importance of this project. This has been approved by the voters twice before and needs to be completed. The impact to our economy and quality of life will have a great benefit.</p><p>sent from my ipad</p><p>Brad J. Parker, P.E. General Manager Mesa Materials</p><hr/><p>This e-mail and any files transmitted with it are confidential and are intended solely for the use of the individual or entity to whom they are addressed. This communication may contain material protected by the attorney-client privilege. If you are not the intended recipient or the person responsible for delivering the e-mail to the intended recipient, be advised that you have received this e-mail in error and that any use, dissemination, forwarding, printing, or copying of this e-mail is strictly prohibited. If you have received this e-mail in error, please immediately notify the sender. Consider your environmental responsibility before printing this email</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><p>.</p></div>

Code	Issue	Response
1		Comment noted.

Code

Comment Document

From: [Projects](#)
To: [ADOT](#)
Subject: FW: Loop 202 - Comments
Date: Tuesday, July 23, 2013 8:13:47 AM

F.Y.I.

Thank you,

Salina Tovar
Community Relations Officer

1655 W. Jackson St.
MD 126F, Room 170
Phoenix, AZ 85007
602.712.4629
azdot.gov

The logo for ADOT Communications, featuring the letters "ADOT" in a stylized green font with a purple outline, and the word "Communications" in a smaller, black, sans-serif font below it.

From: Dani Parker [mailto:parker_dj@msn.com]
Sent: Monday, July 22, 2013 3:45 PM
To: Projects
Subject: Loop 202 - Comments

Thank you for the opportunity to comment on the DEIS for the extension of Loop 202 along the Pecos Road alignment.

As a resident of Ahwatukee for 10 years, **I oppose** the construction of the freeway for the following reasons:

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1. **Too expensive.** Twenty plus miles of light rail were constructed for \$ 1.4 Billion. Less expensive mass transit options are available. \$ 2.6 Billion plus is excessive.
2. **Destruction** of private property, existing homes, aquifers, water storage facilities and churches along Pecos road.
3. **Desecration** of South Mountain, an area culturally sensitive to the Gila River Indian Community.
4. **Loss of open space** in the public South Mountain Park area and impact to the ecosystems and wildlife habitats of the area.
5. Increased truck traffic and the accompanying **decrease in air quality** when the freeway is used as a Phoenix by-pass by long-haul truckers.
6. **Increased noise and pollution levels** when an additional 137,000 vehicles per day pass adjacent to Ahwatukee.
7. **Increased traffic** within Ahwatukee via Chandler Blvd. when now major access roads (such as 32nd St.) are eliminated.

Code	Issue	Response
1	Design	The cost estimates for the proposed freeway, as described on page 3-59 of the Final Environmental Impact Statement, were developed in accordance with accepted engineering practices by professional engineers. The project has been subject to multiple peer reviews of both the quantities and unit costs used in the estimate by the Arizona Department of Transportation, Federal Highway Administration, Maricopa Association of Governments, and their consultants. In each case, the estimate was found to be reasonable and accurate. The proposed project is part of the <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. The funding for right-of-way acquisition and construction of the proposed project would come from a combination of federal (National Highway Performance Program) and County (half-cent sales tax, also known as Regional Area Road Funds) sources.
2	Purpose and Need, Lack of Support	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Neighborhoods/Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
4	Groundwater	If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner would be compensated by drilling a new well according to State regulations/standards. The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Water Resources to effectively mitigate well impacts associated with its projects throughout the region. The lakes in the Foothills area are supplied by two water sources: groundwater from wells and potable water supplied by the City of Phoenix. The lakes were designed with excess capacity that allows runoff to be stored. After a storm, water can be released at overflow points or be used to irrigate the golf course. (See text box on Final Environmental Impact Statement page 4-108.)
5	Cultural Resources	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
6	Section 4(f) and Section 6(f)	
7	Biology, Plants, and Wildlife	
8	Purpose and Need, Truck Bypass	
9	Noise	
10	Air Quality	

(Responses continue on next page)

Code	Comment Document
12	8. Loss of tax revenues for the city of Phoenix resulting from conversion of currently assessed land to non-revenue generating parcels.
13	Many of the negative issues identified in the DEIS are impossible to mitigate. The peace and tranquility of our Ahwatukee neighborhood is at stake if this extension is built.
	Dani J. Parker 1322 E. Wildwood Dr. Phoenix, AZ 85048
	Sent from Windows Mail
	<div>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.</div>

Code	Issue	Response
11	Traffic	The determination to not include an interchange at 32nd Street was made in coordination with the City of Phoenix (see Figure 3-8 on page 3-15 of the Final Environmental Impact Statement). The interchange would have required the displacement of over 100 homes and would have been located near an existing high school. The City recommended that, based on these impacts, the interchange be removed from the study. In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system, including the shift of access to Foothills Reserve and Calabrea from Pecos Road to Chandler Boulevard. The City study found no adverse effects on the local street system from the freeway (see Appendix 3-1 in the Final Environmental Impact Statement).
12	Economics, Socioeconomics	Table 4-16 on page 4-56 in the Final Environmental Impact Statement displays anticipated reductions, by land use and by action alternative, for current land uses in Phoenix, Tolleson, and Avondale. Under future (at build-out—roughly 2035) land use conditions and with the proposed action implemented, no substantial changes in the taxable land base (Final Environmental Impact Statement Tables 4-21 and 4-22 on pages 4-61 and 4-62, respectively) are anticipated. Low-intensity land uses like agricultural will transition to commercial, industrial, and residential uses. The freeway and continuing growth would likely create greater tax revenue impacts because of the higher anticipated intensity of land use.
13	Neighborhoods/Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).

Code	Comment Document
1	<div><div>Wesley Parks</div><div>Document Created: 5/21/2013 2:04:20 PM by Web Comment Form</div><div>I am for the construction of the Loop 202. The Loop 202 South Mountain Freeway will improve traffic flow, reduce emission from congested freeways, and bring much needed work to the Valley.</div></div>

Code	Issue	Response
1		Comment noted.

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Code Comment Document

From: [Projects](#)
To: [ADOT](#)
Subject: FW: Loop 202 Western Expansion
Date: Thursday, July 11, 2013 8:28:31 AM
Attachments: [image001.png](#)

Thank you,
Matthew Eberhart
Community Relations Officer

1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov

The logo for ADOT Communications, featuring the letters "ADOT" in a stylized, bold font with a red and blue color scheme, and the word "Communications" in a smaller, black font below it.

From: Katherine Parks [mailto:katparks@gmail.com]
Sent: Wednesday, July 10, 2013 9:52 PM
To: Projects
Subject: Loop 202 Western Expansion

Dear Ladies and Gentlemen,

While I wholeheartedly agree that the final stage of the Loop 202 is completed, I am very concerned by the proposals that would come right up against (Or directly over) 63rd Ave.

Having spent time as a dispatcher, and having a brother who was a truck driver, the best routes would be one of the three W101 routes, even though they would cost more. I would certainly be willing to pay a bit higher State Taxes to help accomplish this goal. This would enable a high number of semi tractor/trailers coming from CA to bypass the downtown areas, as they head to Ahwatukee, Chandler, and beyond.

My main concern is along 63rd Ave, which may be affected by both the 59th Ave and 71st Ave routes. There is a very high achieving Charter School at 63rd Ave and Southern, and their entire existence is in jeopardy with either of those projected routes. Not to mention the Principal and a couple of the teachers also live very close to the school, as do a high percentage of their students. Speaking of their students, these kids continuously rank high in their AIMS scores every year. I have met many of their students who accompany their Life Sciences teacher to meetings with the Arizona Herpetological Association, where I was a board member and their teacher is a current board member. These kids are amazingly knowledgeable regarding their native wildlife, and it is because of their teacher. Mr. Burge is the kind of teacher that I wish every student could have for their STEM-based classes, not just science, but technology, engineering and mathematics. Mr. Burge is not the only "infectious" teacher creating voracious learners at Country Gardens Charter School, there are several others that are just as creative and imaginative, keeping their students actively engaged in learning every step of the way. They also have a high number of their graduates going on to college. The routes that come the closest to this school would endanger the best chance at a complete education that these students have.

Code	Issue	Response
1	Alternatives, W59 Alternative Versus W101 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Purpose and Need, Truck Bypass	
3	Design	The alignment of the W59 Alternative had not been changed in the area of the Country Garden Charter School. The freeway would not directly affect the school, but would run just east of the school. Design of each action alternative, while completed to an equivalent level, is still preliminary and subject to change because designs would be further refined. The Arizona Department of Transportation would work with businesses during the design phase to identify ways to minimize property impacts that allow the business to continue operations.

Code	Comment Document
	<div><div>Sincerely,</div><div>Katherine Parks 1649 S 80th St Mesa, AZ 85209 480-703-8907</div><div></div><div>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.</div></div>

Code	Issue	Response

Code	Comment Document
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Code

Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 5:18 PM
CALLER: PAULY PARSONS	CALLER ADDRESS: 10445 W. FLOWER STREET, AVONDALE, AZ 85392
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

I want to leave a message in support of the South Mountain Freeway. I have voted for it and think it would of benefit to the community and traffic time-savings, and congestion. Thank you.

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div><div>Rakesh Patel</div><div>Document Created: 5/21/2013 2:42:11 PM by Web Comment Form</div><div>ABSOLUTLEY NOT. I have lived in the Foothills for over 18 years and have seen growth (some good/ some bad) but never have i seen so much of tax payer money being spent towards a project which does need to happen. I think ADOT can find other needy projects to focus their attention on.</div></div>
2	

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	Purpose and Need	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.

Code	Comment Document
	<div>Jay PatelDocument Created: 7/21/2013 3:34:42 PM by Web Comment Form</div> <div><div>1</div><div>2</div><div>3</div><div>4</div><div>5</div><div>6</div><div>7</div><div>8</div><div>9</div><div>3</div><div>10</div><div>11</div><div>12</div><div>13</div><div>14</div><div>15</div></div> <div><p>The South Mountain Freeway proposal is out dated. It was put together in the mid eighties and the greater Phoenix area has changed significantly since that time. The proposed W59 does not make sense for today. For example, the proposal recommends the 59th avenue alignment which dumps traffic right in the middle of the city, instead of the outskirts. The W71 is a better alternative since it would tie in with Loop 101. However, to meet the growth of the Phoenix area, and address air quality issues, the EIS needs to study the I8 / SR 85 corridor as an alternative. Therefore, the EIS is incomplete since it does not consider building out the I8 / SR 85 route as a viable alternative. A freeway is needed, however, it is being proposed in the wrong place.</p><p>The current W59 proposal has considerable issues which much be addressed. For example:</p><p>1) The current alignment calls for the destruction of ridges within South Mountain. South Mountain is a sacred site for the Gila River community. There are archeological sites which would be affected by the proposal. Destroying the site is culturally insensitive. Moreover, the current recommendation would fragment habitats for potentially endangered species like the Tortoise.</p><p>2) The proposed route has safety and security issues. For example, there will exist a tank farm close to the freeway. Also, trucks using the freeway would be carrying hazardous materials which would put the community at risk. To address this, the community would need shelters, sirens, emergency plans, evacuation training in the nearby schools, gas masks, etc. which the EIS has not studied in detail. There is also the potential of fire in South Mountain due to an increase of traffic in the area.</p><p>3) The current W59 proposal will interact with the greatest number of hazardous materials sites which must be cleaned up. This is a very risky and expensive endeavor.</p><p>4) The proposed W59 alignment will not do anything to address air quality, it will just redistribute pollutants. Therefore, the I8/ SR 85 route makes better sense and needs to be part of the EIS study.</p><p>5) The proposed alignment has significant engineering challenges. For example, massive ridges will need to be cut in South Mountain, there is a water well in the middle of Pecos which serves the golf courses, and there are electric transmission lines which need to be addressed. All this will add significant costs to the tax payers.</p><p>6) For the existing residences near the proposed freeway, noise will be an issue. It is predicted that noise levels will be between 59 and 70 DBs, Mitigation needs to be provided at 64 DBs. The 20 ft sound walls will not be able to abate the noise, especially when you consider that trucks will rev their engines to climb grades and use “jake brakes” to slow down.</p></div>

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	Alternatives	The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Final Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.
4	Cultural Resources	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Biology, Plants, and Wildlife	
6	Alternatives	The alignment of the W55 Alternative was shifted west onto 59th Avenue in 2009 to take advantage of the existing right-of-way that the Arizona Department of Transportation already owned and to reduce cost and business displacements. This shifted alignment (called the W59 Alternative) would connect to Interstate 10 at an existing service traffic interchange. Among the advantages (listed on page 3-68 of the Draft Environmental Impact Statement) of this alignment shift is its preferability “from a security perspective because it would be farther from the petroleum storage facilities at 51st Avenue and Van Buren Street.”
7	Hazardous Materials	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
8	Hazardous Materials	The corridor analysis revealed sites that would need further assessment during the property acquisition phase of the project, if an action alternative were to become the Selected Alternative. The Arizona Department of Transportation employs a phased approach to site assessment that allows time for cleanup of any sites found to have hazardous waste issues. The project team concluded from the level of analysis conducted during the environmental impact statement process that the types of sites likely to be acquired contain common hazardous waste issues like underground storage tanks, asbestos and lead paint in buildings, and other commonly found issues (see Draft Environmental Impact Statement page 4-153). The Arizona Department of Transportation maintains a process for addressing these issues in accordance with all applicable environmental laws and regulations.

(Responses continue on next page)

Code	Comment Document
16	7) The visual aspect of the study does not consider billboards. Illuminated billboards will affect visual quality both during the day and night. There is a great potential for billboards since they already exist on the Gila River community near the current Loop 202; therefore, one can expect that there will be billboards next to the W59 alignment.
17	8) The W59 proposal will destroy homes and a Church. This will affect the fabric of the community and there are no good alternatives to move the growing Church. Moving a growing Church's congregation is not a trivial task and the replacement costs must be considered.
3	In summary, the EIS has a significant deficiency in that it does not study the I8/ SR 85 as an alternative which would alleviate many of the social, cultural, economic and environmental issues posed by the proposed W59 alignment.

Code	Issue	Response
9	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
10	Construction	The Arizona Department of Transportation is experienced in successfully designing, engineering, and constructing steep road cuts. The road cuts would be similar—but deeper—than the deepest ones along State Route 51, north of Phoenix. Similarly deep and steep ones are near Hoover Dam on U.S. Route 93 (see Figure 5-10 on Draft Environmental Impact Statement page 5-17 for details regarding the dimensions of the proposed road cuts to the ridges of the South Mountains).
11	Groundwater	If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner would be compensated by drilling a new well according to State regulations/standards. The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Water Resources to effectively mitigate well impacts associated with its projects throughout the region. The lakes in the Foothills area are supplied by two water sources: groundwater from wells and potable water supplied by the City of Phoenix. The lakes were designed with excess capacity that allows runoff to be stored. After a storm, water can be released at overflow points or be used to irrigate the golf course. (See text box on Final Environmental Impact Statement page 4-108.)
12	Utilities	Utilities are discussed beginning on page 4-174 of the Final Environmental Impact Statement, and a summary of major impacts is provided in Table 4-52 on page 4-175. The high-voltage power lines located just south of Pecos Road that run east-west would not be adversely affected by the proposed freeway. They would remain as-is.
13	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
14	Noise	Noise barriers are designed to provide a substantial reduction in noise levels along freeways, but do not and cannot eliminate noise from passing into nearby neighborhoods. Just because noise can be heard does not mean that noise barriers are ineffective. Even at the levels considered “acceptable” by the Arizona Department of Transportation Noise Abatement Policy and Federal Highway Administration regulations, noise is still readily audible and can be heard for some distance from the freeway.
15	Noise	The Maricopa Association of Governments regional travel demand model forecasts approximately 10 percent truck traffic on the South Mountain Freeway in 2035 (see Final Environmental Impact Statement page 3-64). This percentage is similar to current conditions on Interstate 10 between Loop 101 and Interstate 17 and on U.S. Route 60. Air quality and noise modeling for the Draft and Final Environmental Impact Statements used this forecast truck traffic (see Final Environmental Impact Statement pages 4-68 and 4-100, respectively). Noise mitigation is designed for this predicted noise level, including the noise from trucks.

(Responses continue on next page)

Code	Comment Document
	<div><div><div><div><div></div><div>From: Projects</div><div>To: ADOT</div><div>Subject: FW: South Mountain Freeway EIS Comments</div><div>Date: Monday, July 22, 2013 8:47:32 AM</div></div></div><div></div></div></div> <div>FYI</div> <div><div><div><div></div><div>From: Jay Patel [mailto:iamsejal@msn.com]</div><div>Sent: Sunday, July 21, 2013 1:39 PM</div><div>To: Projects</div><div>Cc: jayzx6@hotmail.com</div><div>Subject: South Mountain Freeway EIS Comments</div></div></div><div>Comments were also sent via the ADOT Site.</div></div> <div><div><div>1</div><div>The South Mountain Freeway proposal is out dated. It was put together in the mid eighties and the greater Phoenix area has changed significantly since that time. The proposed W59 does not make sense for today. For example, the proposal recommends the 59th avenue alignment which dumps traffic right in the middle of the city, instead of the outskirts. The W71 is a better alternative since it would tie in with Loop 101. However, to meet the growth of the Phoenix area, and address air quality issues, the EIS needs to study the I8 / SR 85 corridor as an alternative. Therefore, the EIS is incomplete since it does not consider building out the I8 / SR 85 route as a viable alternative. A freeway is needed, however, it is being proposed in the wrong place.</div></div><div><div>2</div><div></div></div><div><div>3</div><div></div></div><div><div>4</div><div></div></div><div><div>5</div><div></div></div><div><div>6</div><div></div></div><div><div>7</div><div></div></div><div><div>8</div><div></div></div><div><div>9</div><div></div></div><div><div>3</div><div></div></div></div>

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17	7) The visual aspect of the study does not consider billboards. Illuminated billboards will affect visual quality both during the day and night. There is a great potential for billboards since they already exist on the Gila River community near the current Loop 202; therefore, one can expect that there will be billboards next to the W59 alignment.
	8) The W59 proposal will destroy homes and a Church. This will affect the fabric of the community and there are no good alternatives to move the growing Church. Moving a growing Church’s congregation is not a trivial task and the replacement costs must be considered.
3	In summary, the EIS has a significant deficiency in that it does not study the I8/ SR 85 as an alternative which would alleviate many of the social, cultural, economic and environmental issues posed by the proposed W59 alignment.
	Jay Patel
	<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>

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10	Construction	The Arizona Department of Transportation is experienced in successfully designing, engineering, and constructing steep road cuts. The road cuts would be similar—but deeper—than the deepest ones along State Route 51, north of Phoenix. Similarly deep and steep ones are near Hoover Dam on U.S. Route 93 (see Figure 5-10 on Draft Environmental Impact Statement page 5-17 for details regarding the dimensions of the proposed road cuts to the ridges of the South Mountains).
11	Groundwater	If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner would be compensated by drilling a new well according to State regulations/standards. The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Water Resources to effectively mitigate well impacts associated with its projects throughout the region. The lakes in the Foothills area are supplied by two water sources: groundwater from wells and potable water supplied by the City of Phoenix. The lakes were designed with excess capacity that allows runoff to be stored. After a storm, water can be released at overflow points or be used to irrigate the golf course. (See text box on Final Environmental Impact Statement page 4-108.)
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13	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
14	Noise	Noise barriers are designed to provide a substantial reduction in noise levels along freeways, but do not and cannot eliminate noise from passing into nearby neighborhoods. Just because noise can be heard does not mean that noise barriers are ineffective. Even at the levels considered “acceptable” by the Arizona Department of Transportation Noise Abatement Policy and Federal Highway Administration regulations, noise is still readily audible and can be heard for some distance from the freeway.
15	Noise	The Maricopa Association of Governments regional travel demand model forecasts approximately 10 percent truck traffic on the South Mountain Freeway in 2035 (see Final Environmental Impact Statement page 3-64). This percentage is similar to current conditions on Interstate 10 between Loop 101 and Interstate 17 and on U.S. Route 60. Air quality and noise modeling for the Draft and Final Environmental Impact Statements used this forecast truck traffic (see Final Environmental Impact Statement pages 4-68 and 4-100, respectively). Noise mitigation is designed for this predicted noise level, including the noise from trucks.

Code Comment Document

Rakesh & Raju Patel
19 year residents of Ahwatukee Foothills
PARC Member

Summerhill sub-division
 14630 South 1st Street
 Phoenix
 AZ. 85048

June 11, 2013

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

ref: Indignation at the proposed Loop 202 South extension

To whom it may concern,

With reference to the above mentioned project I would like to voice my objections and utter disgust to the proposed TRUCK BYPASS through the community we have been a part of for the last nineteen years.

Outside of wasting valuable tax payer dollars, the total disregard of native American heritage, tearing down houses of worship, displacing homeowners and creating nuisance in the form of noise and air pollution, ADOT has completely failed to realize that its strategic plans laid out well over two decades ago may have been relevant then but have now become an ill-conceived disaster.

I was unfortunate enough to have attended the recent presentation/ public meeting ADOT held in the Phoenix Convention Center where the 'gangs' of green 'T' shirt members (pro Loopers) walked around intimidating anyone with an opinion differing from that of ADOT. I saw a lot of information on the 'proposed benefits' of this Loop extension including videos of how tranquil an 8 lane highway will be having an almost zero impact on the adjacent communities but nowhere did I see any upfront assessment of the disadvantages this will bring:

1. Noise pollution
2. Impact of air quality on the schools which are within 500 feet of the highway
3. Destruction of sacred Native American lands
4. Overpasses blocking open views for adjacent residents
5. Increase in crime
6. Valuation decreases in home prices
7. Loss of public space/ usage - Pecos Road is always being used by cyclists and the adjacent lands are used by the local high school for their cross country training
8. Inevitable introduction of everything we abhor (bill boards/ trash etc.)

I hope ADOT has the willingness and fortitude to stop the Loop 202 expansion and realize that the impact on the community is a price not worth paying.

Rakesh V. Patel

Rakesh & Raju Patel
 (Jay Patel - son aged 12)
 (Nina Patel - daughter aged 14)

Code	Issue	Response
1	Purpose and Need, Truck Bypass	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Purpose and Need, Lack of Support	
3	Cultural Resources	
4	Neighborhoods/Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
5	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
6	Air Quality	
7	Purpose and Need, Old Plan or Use of Old Data	
8	Alternatives	The information presented at the public hearing was a summary of the content of the Draft Environmental Impact Statement. Information related to impacts or disadvantages of building the proposed freeway is presented throughout the Draft Environmental Impact Statement.
9	Health Effects	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
10	Visual Resources	For most of the alignments of each of the action alternatives, the proposed freeway would be elevated above the natural grade of the surrounding land. This elevated profile would allow noise to carry farther, creating noise impacts at greater distances from the freeway. Depressing the profile of the freeway below grade might reduce traffic noise levels adjacent to depressed sections. However, it would be necessary to also construct at-grade noise barriers to achieve noise reduction goals at receiver locations adjacent to depressed freeway sections (see page 4-99 in the Final Environmental Impact Statement). This strategy would reduce visual impacts associated with high noise barriers on elevated freeways, but would entail ground-level noise barriers and their associated interference with views. Thus, with either approach to noise reduction, views of nearby mountains could be disrupted. The specific impacts would depend on the geometrics of the height of any noise barriers constructed, the intervening topography, and the distance of the barriers from the residences in question.
11	Neighborhoods/Communities	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
12	Economics, Socioeconomics	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138–47; “Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor”). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
13	Traffic	The study has considered concepts for parallel multiuse paths; however, the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.
14	Visual Resources	<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>

Code	Comment Document
	<div><div><div><div><div></div><div>From: Thomas Patno</div><div>To: Projects</div><div>Subject: Impact of Loop 202 Freeway on The Foothills--questions</div><div>Date: Monday, June 03, 2013 8:03:56 AM</div></div></div><div></div></div></div>
	<p>Hello:</p>
1	<p>Will Pecos road still exist? Will the freeway exist where Pecos road currently exists? Will there be a frontage road?</p>
	<p>How far north will the road and any associated features (embankments, noise barriers, foliage, frontage road, etc.) extend?</p>
2	<p>Where will the freeway exits along what is currently Pecos Road be (Desert Foothills Parkway, 24th St, 32nd St, etc.)? How far apart will the exits be?</p>
	<p>I am having difficulty determining how the air quality in my neighborhood will be changing due to this project. I live just north of Frye Road and west of Desert Foothills Parkway. Please tell me how the air quality will be affected by this freeway.</p>
3	
	<p>Has anybody proposed taking on the cost of removing the trash from the Gila River Community (paid for by the State of Arizona or Maricopa County or City of Phoenix or a combination of all 3) in exchange for their promise not to burn on their property? Would this perhaps be considered as an "equivalent" exchange for the air pollution that will be occurring due to the freeway?</p>
4	
5	<p>Also, how will noise impact my home (see my address below)? I understand there can be constructive and destructive acoustic patterns, how will you ensure I don't get a "bad bounce" (constructive acoustics) from the freeway noise pollution?</p>
6	
7	<p>Regards, Thomas Patno</p> <p>16029 S 10th Place Phoenix, AZ 85048</p> <p>----- Forwarded message ----- From: <mrenfro@rossmar.com> Date: Sun, Jun 2, 2013 at 9:43 AM Subject: Impact of Loop 202 Freeway on The Foothills To: thomaspatno@gmail.com</p> <p>June 2, 2013</p> <p>Attention Foothills Community Association Residents,</p> <p>ADOT (Arizona Department of Transportation) will be holding a series of 6 community forums on the</p>

Code	Issue	Response
1	Design	Pecos Road would not exist after construction of the South Mountain Freeway were completed, if an action alternative were the Selected Alternative. The alignment of the proposed freeway is just north of the existing Pecos Road alignment. There is no frontage road currently proposed in the E1 Alternative. A minimum of 10 feet is provided between the Arizona Department of Transportation right-of-way and the proposed roadway embankments and/or associated features.
2	Design	The traffic interchange locations for the proposed freeway along the Pecos Road section are 40th Street, 24th Street, Desert Foothills Parkway, and 17th Avenue (see Figure 3-28 on Final Environmental Impact Statement page 3-51). They are spaced between 1.5 and 2 miles apart.
3	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
4	Air Quality	The proposal in the comment is outside the scope of this project.
5	Design	Aerial maps showing the proposed freeway (W59 and E1 Alternatives) are accessible through the project Web site, < azdot.gov/southmountainfreeway >.
6	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
7	Noise	Acoustic principles of constructive and destructive interference refer to sounds of pure tone, with a single frequency and phase. Traffic noise, however, is not a pure tone and is a compilation of many frequencies and phases, so the concepts of constructive and destructive interference do not apply to traffic noise.

Code	Comment Document
	<p>proposed 202 freeway that will effect The Foothills communitybeginning June 4th · These forums will provide additional opportunities for members of the public to comment on the Draft Environmental Impact Statement for the proposed South Mountain Freeway. While these forums are not formal public hearings and will not include presentations, they will allow members of the public to view the study video, talk with technical experts about the draft environmental impact statement and provide comments to a court reporter.</p> <p>These forums may be your final opportunity to see the data that is being used to justify this freeway. Regardless of how you feel about this freeway, it is in your best interest to be totally informed about the pros and cons of this project and how it will affect life in The Foothills.</p> <p>For more information on the draft environmental impact statement or the community forums for the South Mountain Freeway, please visitazdot.gov/SouthMountainFreeway</p> <p>Please see the below information from ADOT with the dates and times of the upcoming forums.</p> <p>South Mountain upcoming community forums <i>Six community forums provide opportunity to comment on proposed freeway</i></p> <p>PHOENIX — A series of six community forums will be conducted by the Arizona Department of Transportation beginning June 4 to provide additional opportunities for members of the public to comment on the Draft Environmental Impact Statement for the proposed South Mountain Freeway. While these forums are not formal public hearings and will not include presentations, they will allow members of the public to view the study video, talk with technical experts about the draft environmental impact statement and provide comments to a court reporter.</p> <p>Forums will be held:</p> <ul style="list-style-type: none">-June 4, 4 p.m. to 7 p.m. at Sunridge Elementary School – Cafetorium, 6244 W. Roosevelt St. in Phoenix.-June 18, 4 p.m. to 7 p.m. at The Foothills Golf Club – Saguaro Room, 2201 E. Clubhouse Drive in Phoenix.-June 22, 9 a.m. to noon at the Komatke Boys and Girls Club, 5047 W. Pecos Road on the Gila River Indian Community.-June 25, 11 a.m. to 2 p.m. at the Windmill Suites – Arizona Ballroom, 3535 W. Chandler Blvd. in Chandler.-July 9, 4 p.m. to 7 p.m. at the Laveen Education Center – Boardroom, 5001 W. Dobbins Road in Laveen.-July 11, 11 a.m. to 2 p.m. at the Hilton Garden Inn Phoenix/Avondale – Ballroom, 11460 W. Hilton Way in Avondale. <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>

Code	Issue	Response

Code	Comment Document
	<p>Those with comments about the proposed South Mountain Freeway don’t need to wait until a community forum – comments are currently being accepted through July 24, via these channels:</p> <p>-Providing input by email at projects@azdot.gov -Submitting online comments at azdot.gov/SouthMountainFreeway -Calling 602.712.7006 -By mail to the South Mountain Study Team, 1655 W. Jackson St. MD 126F, Phoenix, AZ 85007</p> <p>For more information on the draft environmental impact statement or the community forums for the South Mountain Freeway, please visitazdot.gov/SouthMountainFreeway.</p> <p>mc: 16383</p>

Code	Issue	Response

Code	Comment Document
	<div>4380</div> <div><div><div>1 ahead and proceed with this project. This project has</div><div>2 been approved several times and has the overwhelming</div><div>3 support, based on recent polls, and I think it'll be a</div><div>4 great benefit to our community. Thank you.</div><div>5 THE FACILITATOR: Thank you.</div><div>6 Ana Morago?</div><div>7 Tiffany Reddy.</div><div>8 MS. REDDY: Good afternoon. My name is Tiffany</div><div>9 Reddy and I just wanted to come and show my support for</div><div>10 South Mountain freeway. The congestion for the commuters</div><div>11 in Phoenix has long been a problem for our community and</div><div>12 I think it would greatly help our residents in Phoenix.</div><div>13 Also, I love the idea of bringing 30,000 jobs to our</div><div>14 community and to our people here in Phoenix, so we're in</div><div>15 big support. Thank you.</div><div>16 THE FACILITATOR: Thank you.</div><div>17 If you'd like to speak and have not yet</div><div>18 registered, please go out to the front registration</div><div>19 table.</div><div>20 Chris Pattock. Could I ask you to use this</div><div>21 microphone, please.</div><div>22 MR. PATTOCK: Sure. Thank you. My name is</div><div>23 Chris Pattock, I'm a Tempe resident, I work downtown, I'm</div><div>24 a lawyer. I'm not prepared to do this, I just got a</div><div>25 phone call last night, apparently someone knew that I was</div></div><div>Page 33</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Comment Document
1	<div><p>1 in favor of the freeway, and I just want to put in my two</p><p>2 cents.</p><p>3 I've lived in either West Chandler or South</p><p>4 Tempe since December of 1984, and lack of a freeway has</p><p>5 encouraged me to ride a bicycle two days a week. But I</p><p>6 know that's probably not the best means of transportation</p><p>7 for most people and I would -- I strongly support the</p><p>8 freeway for all the normal reasons and I'm appalled that</p><p>9 it hasn't been built. It wasn't built many years ago,</p><p>10 obviously, has many environmental benefits. Congestion</p><p>11 is appalling. As a large metropolis, I'm appalled that</p><p>12 we haven't built this long ago. Obviously, it has great</p><p>13 economical value and it's clear to me, I think it's clear</p><p>14 to everybody that the people that are opposed to this are</p><p>15 basically NIMBYs, not in my backyard. I strongly support</p><p>16 this building, although it'll probably never benefit me,</p><p>17 by the time it's built I'll be retired or at least close</p><p>18 to it. I strongly encourage -- by the way, I formerly</p><p>19 used to represent ADOT as a client when I worked for the</p><p>20 Attorney General's Office -- to move ahead with the</p><p>21 freeway with all deliberate speed and do whatever it</p><p>22 takes to build it. Thank you very much.</p><p>23 THE FACILITATOR: Thank you.</p><p>24 Allen Mills.</p><p>25 If your name is on the list and you're going to</p></div> <div>Page 34</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div>Paris Pavlidis</div> <div>Document Created: 7/10/2013 4:24:27 PM by Web Comment Form</div> <div>It will help us get to Laveen from Mesa airport much easier</div> <div>if there was such a free way</div> <div>Thank you</div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div data-bbox="487 451 1330 475"><div data-bbox="487 451 801 475">David Pawlowski</div><div data-bbox="801 451 1330 475">Document Created: 5/21/2013 5:05:02 PM by Web Comment Form</div></div> <p data-bbox="487 483 1330 673">The Loop 202 is an integral part of the future to grow and build Maricopa County. In turn with future population growth (of out of state baby boomers) we will benefit by the Loop 202 Freeway. I recommend the 59th Ave location along with the Pecos Rd location. The freeway will cut traffic congestion across the metro area, reduce air pollution and save drivers time and money. Majority of the population recommend the future freeway. The Loop 202 with enhance sustainability for the entire Maricopa County Community. The 202 freeway will create 30,000 jobs during the 5 to 6 year construction period. There is no more important project to the areas commuters and workers than the South Mountain Project. We need to build the freeway now!</p>

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.

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My house is very close to the proposed Freeway interchange at Pecos & Desert Foothills pkwy. I have owned it for 17 years & bought because of rural environment. I believe my family's quality of life will be severely affected by the proposed freeway in terms of increased health risks due to emissions caused by trucks & 3x traffic going past my house. Air pollution in my area will greatly increase beyond current levels. I am also concerned with noise levels. I love the quiet neighborhood. Pecos road is completely unsuitable as a freeway. Please don't build it!!!

Optional

Name

Valerie Paxton

Email

Valerie.paxton@gmail.com

Address

1243 E Glenhaven Dr.

City

Phoenix

State

AZ

Zip

85048

Phone

602 999-4139

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

U.S. Department of Transportation

Federal Highway Administration

FOR MORE INFORMATION:

azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	Neighborhoods/Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91). The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. 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	Air Quality	
4	Noise	
5	Alternatives, E1 Alternative	

Code	Comment Document
	<div><div>LOOP 202</div><div><i>South Mountain</i> Freeway Study</div></div> <div><div>Draft Environmental Impact Statement</div><div>COMMENT FORM</div></div> <div><div>Additional Comments:</div><div><div>6</div><div>7</div></div><div>I will have to sell my house because of noise + pollution. I just completed a renovation! A very expensive renovation.</div></div>

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

ADOT

U.S. Department of Transportation

Federal Highway Administration

FOR MORE INFORMATION:

azdot.gov/SouthMountainFreeway

Code	Issue	Response
6	Economics, Socioeconomics	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138–47; “Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor”). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
7	Acquisitions and Relocations	By law, the State must pay market value for real property acquired. Market value is determined by an independent appraiser. Additional information about the property acquisition process is available on the Arizona Department of Transportation’s Web site, in the Right-of-Way Group Acquisition, at <azdot.gov>.

Code

Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 12:03 PM
CALLER: JOHN PAYNE	CALLER ADDRESS: 1434 EAST FAIRVIEW STREET, GILBERT, ARIZONA 85295
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

Hi, I support the South Mountain freeway. Thank you.

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div><div><div></div><div>From:</div></div><div><div>Kim Pearson</div><div>To:</div></div><div><div>Projects</div><div>Subject:</div></div><div><div>Comment on the DEIS</div><div>Date:</div></div></div><div><div>Tuesday, July 23, 2013 9:08:21 PM</div></div></div></div>
	<p>To whom it may concern,</p>
1	<p>I was born and raised in Phoenix. As a kid, my mom would drive us to South Mountain to go hiking and look out over the city. Recently, I have been hiking there and have marveled at the beauty it adds to our city. I am not surprised that this place is sacred to native groups in the area. I have also worked in community relations in that area, and enjoy the peacefulness of the fields and towns. I didn't know much about the proposed Loop 202 extension until now and I am writing to register my opposition against this project for several reasons. To begin with, I believe the very idea of building another freeway out west is antithetical to the goals of providing a good future for the generations to come. Just as importantly, this project demeans the Gila River Indian Community (GRIC) by desecrating a place that is sacred to them and bringing environmental destruction. Throughout I give suggestions as to what ADOT should do so that the public can make an informed decision.</p>
2	
3	<p>Assumption that major population growth is Maricopa County's only means of survival, vs. improving quality of life in older, already developed areas, many of which are rapidly deteriorating (in part because freeways are so heavily relied-on for supporting growth that added congestion worsens air quality, noise, creates physical barriers between communities that limit access to services/amenities). This is especially problematic, because there is no sense that "maturation" of MAG transportation infrastructure is on the horizon. Freeways are built to relieve congestion from growth that previous freeways created. This predates freeways; expansion of Phoenix's arterial street network with rapid annexation had the same effect (and spurred notions that freeway growth would solve this). The issue throughout Phoenix's history, which spread to most other MAG members, is that city/regional administration fails to seriously consider the existing built environment and its need for continual renewal as it ages. ADOT needs to justify why we shouldn't instead be spending the money set aside for this project on urban transportation renewal. Having lived in Phoenix for a long time, I know there is a further need for public transit and road improvement. Why exactly do we plan on seeing such a huge population growth outside of the urban core? What alternative growth patterns could we develop? All in all, building up vs. out is cheaper and can result in a higher quality of life for people of Phoenix.</p>
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7	<p>This project gives freeways precedence as a way to create urban sprawl vs. mitigating travel time within neighborhoods by building density. The same year MAG regional transportation plan was approved, 1985, Phoenix's "Urban Village" planning system was adopted. The former thrived, while the latter today is something of a joke. The Urban Villages model's implementation of compact "village cores" that support a localized jobs-housing balance is so underutilized in some parts of Phoenix that freeways remain the only viable means of travel to employment/amenities. Further, development of Phoenix's newer "villages" is so heavily reliant on freeways that the designated "cores" of the Laveen and Estrella villages within the case study area--zoned for development since early last decade--will not exist until the Loop 202 is completed. Consistent with Phoenix's growth since the postwar era, most MAG cities blithely build out into areas that are barely accessible by automobile, aware</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	Purpose and Need	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
4	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Noise	
6	Alternatives, Nonfreeway Alternatives	
7	Neighborhoods/Communities	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.

Code	Comment Document
8	<p>that a new freeway link will eventually save them. This is not sustainable. Taxpayers should not be funding projects based on development models that are outdated, not aligned with current needs to conserve natural and financial resources across the board. Why should people have to drive more to go to work, to get home, to go to the grocery store? This project will bring negative quality of life to people who will live in these houses that the Loop 202 will give access to. Please have the report explicitly describe the reason this extension is proposed to be built. Who is deciding on building these new population centers? Which municipalities have given permission? Do the developers receive tax breaks?</p> <p>Relatedly, we the public need to know more, explicitly about how the project will socially and environmentally impact the GRIC and other groups. The Loop 202 extension is situated in an area that is effectively "landlocked" (no added growth beyond GRIC boundary->somewhat more resistant to increased congestion over time than I-10, etc), but it brings environmental harm and symbolic violence to the GRIC, who never asked for it. This is arguably a minor link of the regional transportation system, but it is as much a symbol of environmental racism as the region's older freeways, which literally cut communities in half. It unjustly values one set of landholders over another. It dismisses the GRIC's concerns as petty. I am concerned that the report does not address the displacement of GRIC homes and does not identify an evacuation route in the event of a biohazardous incident. Meanwhile, the report does not visually depict the loss of agricultural land in the Laveen and Gila areas. Culturally, ADOT needs to visually represent the prehistoric sites visually disrupted by proposed construction. After this research and visual development is undertaken, the information needs to be distributed in the community.</p> <p>Loop 202 (along with 303) also threatens the region's resilience to climate change and worsens the urban heat island effect. It encourages the development (propagation of impervious surfaces) of much of the remaining agricultural land which, had it been introduced in the region's past, would have remained an environmental amenity for MAG cities. "Urban Villages" like Estrella and Laveen have been planned to grow around freeways, rather than coexist with agriculture. This project weakens incentivization of public transit/transit-oriented development by municipal governments because the nature of growth in the areas affected is one reliant on single-passenger auto ownership (SFR land-use). The DEIS needs to investigate the urban heat island effect in relation to this project. It also needs to model what impact this project would have on climate change, with the increase number of automobiles that would be on the road. Again, this project isn't mitigating crowding, it's simply adding a new freeway so that more people can drive to developments built far from the urban core.</p> <p>All in all, I reject the proposed need for this type of project and also am pointing out the detrimental impacts it will have on the environment, the GRIC, and other communities.</p> <p>Sincerely, Kim Pearson</p>
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Code	Issue	Response
8	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.
9	Purpose and Need	<p>Data, inputs, and model results were appropriately used throughout the environmental impact statement process. The Final Environmental Impact Statement—particularly in Chapter 1, <i>Purpose and Need</i>, and Chapter 3, <i>Alternatives</i>—thoroughly explains how the process of establishing a purpose and need for the proposed action followed nationally accepted guidance and policy. Examples of how the purpose and need analyses were appropriately applied include the:</p> <ul style="list-style-type: none">· the section, <i>Context of the Purpose and Need in the EIS Process</i>, beginning on page 1-1· the sidebar, “A proposed action’s purpose and need documentation should:”, on page 1-1· the sidebar, “How are MAG data used in the DEIS?”, on page 1-4· the sidebar, “What is the MAG regional demand model?”, on page 1-5· the sidebar, “How will the economic downturn affect growth rates?”, on page 1-11· the section, <i>Need Based on Regional Transportation Demand and Existing and Projected Transportation System Capacity Deficiencies</i>, beginning on page 1-13· the section, <i>Conclusions</i>, beginning on page 1-21· the section, <i>Reconfirm the Purpose and Need for the Proposed Action</i>, beginning on page 3-1· the section, <i>Responsiveness of the Proposed Freeway to Purpose and Need Criteria</i>, beginning on page 3-27 <p>The models, methods, and assumptions used throughout the Draft Environmental Impact Statement account for reasonably foreseeable future conditions and rightfully dismiss speculative considerations.</p>
10	Environmental Justice/Lifestyle	The Arizona Department of Transportation and Federal Highway Administration have engaged all population segments to ensure access to the environmental impact statement process. Assisted by this involvement, analytical results indicate the proposed action would provide net benefits to all populations in the Study Area in general by reducing traffic congestion, enhancing accessibility, and supporting local economic development plans.
11	Alternatives	There would be no displacement of Gila River Indian homes because the proposed action would not be built on Gila River Indian Community land.
12	Alternatives, Gila River Indian Community Alignment	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
13	Hazardous Materials	

Code	Issue	Response
14	Agriculture	Existing agriculture is depicted in Figure 4-3, on page 4-6, of the Final Environmental Impact Statement. While not an aerial photograph, it outlines the parcels that are currently under agricultural production. Table 4-4, on page 4-7, summarizes existing zoning by land use for the entire Study Area. In addition, Figure 4-4, on page 4-8, reveals how much of the existing agricultural land along the W59 Alternative is already slated for commercial and residential development. Implementation of the E1 Alternative would cause no conversion of agricultural uses on Gila River Indian Community land. Urbanization will continue with or without implementation of the proposed freeway (see Final Environmental Impact Statement pages 4-161 and 4-162).
15	Cultural Resources	Visual representations of prehistoric sites, such as showing their locations on maps, are not made public to protect the sites.
16	Heat Island	As buildings, parking lots, roads, and other infrastructure replace open land and vegetation, an urban heat island may result. The heat island effect is of a regional nature and, therefore, there is no requirement to analyze potential impacts and no possibility of determining the localized contribution at the project level to the regional heat island effect. It is likely, however, that a proposed project such as the South Mountain Freeway would be a minor contributor to the overall issue.
17	Air Quality	Climate change is an important national and global concern. While the earth has gone through many natural changes in climate in its history, there is general agreement that the earth's climate is currently changing at an accelerated rate and will continue to do. Human-caused greenhouse gas emissions contribute to this rapid change. Carbon dioxide makes up the largest component of these greenhouse gas emissions. Other prominent transportation-related Greenhouse gases include methane and nitrous oxide. Greenhouse gases trap heat in the earth's atmosphere. Because the atmospheric concentration of greenhouse gases continues to climb, our planet will likely continue to experience climate change-related phenomena (see Final Environmental Impact Statement pages 4-85 through 4-86). To date, no national standards have been established regarding greenhouse gases. Greenhouse gases are different than other air pollutants evaluated in federal environmental reviews because their impacts are not localized or regional due to their rapid dispersion into the global atmosphere. The affected environment for greenhouse gas emissions is the entire planet. In contrast to broad-scale actions such as those involving an entire industry sector or very large geographic areas, it is difficult to isolate and understand greenhouse gas emissions' impacts for a particular transportation project. Furthermore, presently there is no scientific methodology for attributing specific climatological changes to a particular transportation project's emissions. Under the National Environmental Policy Act, detailed environmental analysis should focus on issues that are significant and meaningful to decision making. The Federal Highway Administration has concluded, based on the nature of greenhouse gas emissions and the exceedingly small potential greenhouse gas impacts of the proposed freeway (as shown in Final Environmental Impact Statement Table 4-37 on page 4-85), that greenhouse gas emissions from the proposed freeway would not result in "reasonably foreseeable significant adverse impacts on the human environment" [40 Code of Federal Regulations § 1502.22(b)].

Code	Comment Document
	4365
1	<p>1 for the future in 10, 15, 20 years for the people that</p> <p>2 live out there? Thank you.</p> <p>3 THE FACILITATOR: Thank you very much.</p> <p>4 Andrew Pedro.</p> <p>5 MR. PEDRO: Hello, I'm from the Gila River</p> <p>6 Indian Community and I'm one of our community managers,</p> <p>7 our community manager, David White for Gila River, he</p> <p>8 stated that transportation officials were to be taking</p> <p>9 cultural awareness training, and has that ever happened</p> <p>10 for people part of the 202? Anyone? And if it were, who</p> <p>11 would be taking those cultural awareness training</p> <p>12 classes; would it be construction? Would it be ADOT</p> <p>13 officials themselves? And in the DEIS it does say that</p> <p>14 if any uncovered cultural items, that construction would</p> <p>15 stop immediately. How are they supposed to know if</p> <p>16 training never happened?</p> <p>17 And like Danelle said, it is a sacred place to</p> <p>18 us and we have been here thousands of years, you people</p> <p>19 have been here 200 years. And that thing in the EIS,</p> <p>20 except for saying that it could cause loss of cultural</p> <p>21 property and that is like -- that's a violation of our</p> <p>22 religious rights, that is a sacred place. How is ADOT</p> <p>23 able to go through there with being that it's a public</p> <p>24 park and it's a public preserve, so it's owned by the</p> <p>25 public; how are you supposed to get those right-of-ways</p>
	Page 18
	Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response
1	Cultural Resources	The cultural awareness training has been attended by project team members including the Arizona Department of Transportation, Federal Highway Administration, Maricopa Association of Governments, and consultant staff. Were the project to move forward to construction, additional training would be provided for construction personnel.
2	Cultural Resources	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
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	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.

(Responses continue on next page)

Code	Comment Document
	<div><div>2</div><div><p>1 in a public park?</p><p>2 So yeah, we are against this freeway and there</p><p>3 is nothing in the EIS that says that they stopped working</p><p>4 with the community to look into the effects of the</p><p>5 community when it's right on our border. And obviously,</p><p>6 it's going to affect us. And yeah, like people in</p><p>7 Laveen, they're on the other side of the mountain,</p><p>8 they're not going to feel it as much as we do.</p><p>9 And especially to our culture, how we live.</p><p>10 We're almost gone, most of our community lives in poverty</p><p>11 and most of the people there can't even speak our native</p><p>12 language. And it's not our fault, it's colonization's</p><p>13 fault for pushing us out of our own land. And right</p><p>14 here, right where you stand and where you're sitting is</p><p>15 traditional Akimel O'odham territory, and I hope that you</p><p>16 realize that and wonder about how it really affects us</p><p>17 and not just the financials of it, how it affects us</p><p>18 internally and spiritually. If we were to build through</p><p>19 one of your churches, I'm sure you would be standing here</p><p>20 where I am telling you that this is a bad idea, because</p><p>21 it affects your religious rights. Well, this affects our</p><p>22 religious rights.</p><p>23 If there's one corridor that separates us from</p><p>24 the mountain itself, that's a violation of our religious</p><p>25 rights and that -- yeah, there's supposed to be one</p></div></div> <div><div>2</div><div>5</div></div> <div><div>3</div></div> <div><div>Page 19</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

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

Code	Comment Document
2	1 tunnel going under the freeway, that's unsafe and it
6	2 would affect our medicinal plants that we use culturally
78	3 that are going extinct and cultural animals that we use
	4 in our culture: The owl, tortoise, Sonoran Desert
	5 tortoise, Mexican spotted owl, those are all endangered
	6 species that you're willing to sacrifice other species
	7 just for progress.
	8 Is that really how you want your kids to view
	9 the world; do you want your kids growing up in pollution,
	10 growing up with cancer, asthma, bronchitis, birth
	11 defects? We don't want that for our community. Look how
	12 bad it is already. We don't want none of that, so I just
	13 hope that you look back into that.
9	14 And with the shuttles, I mean, nobody actually
	15 got the shuttles, there wasn't that much effort put into
	16 it from ADOT themselves, the community had to invite ADOT
	17 to come to the community to give out information. They
	18 weren't giving out any information before until the
	19 community told them to. That itself is just disgusting,
	20 how she said before, and how disgusting it is to see
102	21 people pushing this freeway, which they don't acknowledge
	22 us as a people, being that we've been here before anybody
	23 has been here and our ancestors go back. And what if
	24 there was other people who came into this? This doesn't
	25 affect just the Gila River Indian tribe, this affects all
Page 20	
Driver and Nix Court Reporters - (602) 266-6525	
www.drivernix.com	

Code	Issue	Response
6	Biology, Plants, and Wildlife	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
7	Air Quality	
8	Health Effects	
9	Public Involvement	Leading up to the release of the Draft Environmental Impact Statement, the project team communicated regularly with the Gila River Indian Community's Communications and Public Affairs Office and the Community Manager's Office regarding the availability of project-related informational materials and the public outreach plan for the Draft Environmental Impact Statement. Consistent with the protocol for other project-related coordination with the Gila River Indian Community, the communication related to the Draft Environmental Impact Statement was conducted at a "government-to-government" level. The Communications and Public Affairs Office informed the Arizona Department of Transportation that all communication and distribution of informational materials on Gila River Indian Community land would be handled by the Communications and Public Affairs Office (see Chapter 6 of the Final Environmental Impact Statement and Appendix 6-5 for more information related to communications between the Arizona Department of Transportation and the Communications and Public Affairs Office regarding outreach to Gila River Indian Community members).
10	Cultural Resources	The Arizona Department of Transportation and the Federal Highway Administration have attended meetings as requested by Gila River Indian Community groups, including the Gila Borderlands Advisory Committee and the Elderly Concerns Group. To keep Gila River Indian Community members engaged in the process and to ensure adequate access to project activities, three newsletters have been provided to the Gila River Indian Community for distribution and articles have been provided to the <i>Gila River Indian News</i> for inclusion in the weekly tribal newspaper. The Arizona Department of Transportation has participated in the Gila River Indian Community's annual fair to answer questions regarding the proposed action. Times and locations of all public meetings (see Chapter 6, <i>Comments and Coordination</i>) relating to the project have been advertised to the Gila River Indian Community, inviting members to attend.

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

Code	Issue	Response
11	Cultural Resources	Native American tribes consulted for this project include the Ak-Chin Indian Community, the Chemehuevi Tribe, the Cocopah Tribe, the Colorado River Indian Tribes, the Fort McDowell Yavapai Nation, the Fort Mojave Tribe, the Fort Yuma-Quechan Tribe, the Gila River Indian Community, the Havasupai Tribe, the Hopi Tribe, the Hualapai Tribe, the Kaibab-Paiute Tribe, the Navajo Nation, the Pascua Yaqui Tribe, the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community, the San Carlos Apache Nation, the San Juan Southern Paiute, the Tohono O'odham Nation, the Tonto Apache Tribe, the White Mountain Apache Tribe, the Yavapai-Apache Nation, and the Yavapai-Prescott Indian Tribe. (See Final Environmental Impact Statement pages 2-4 through 2-7, 4-145 through 4-157, 4-159, and 5-29 through 5-30.)

Code	Issue	Response
1		Comment noted.

Code	Comment Document	
1	Richard Pena	Document Created: 7/12/2013 12:43:16 PM by Web Comment Form
	Stop taking AZ's natural beauty. Its not yours to control.	

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div><div><div></div><div>From:</div></div><div><div></div><div>To:</div></div></div><div><div><div></div><div>Subject:</div></div><div><div></div><div>Date:</div></div></div><div><div>Projects</div><div>ADOT</div></div><div>FW: Comments in opposition to South Mountain Freeway</div><div>Wednesday, May 29, 2013 8:26:49 AM</div></div></div>

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

From: Sierra Club [\[mailto:information@sierraclub.org\]](mailto:information@sierraclub.org) On Behalf Of Susan Penner

Sent: Tuesday, May 28, 2013 4:58 PM

To: Projects

Subject: Comments in opposition to South Mountain Freeway

May 28, 2013

Arizona Department of Transportation South Mountain Study Team

1655 W Jackson St, MD 126F

Phoenix, AZ 85007

Dear South Mountain Study Team,

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

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.

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.

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

Sincerely,

Ms. Susan Penner

13018 W Meeker Blvd

Sun City West, AZ 85375-3803

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

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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, Lack of Support	
3	Section 4(f) and Section 6(f)	
4	Biology, Plants, and Wildlife	

Code	Comment Document
1	<div><div><div><div>LOOP 202</div><div>South Mountain</div><div>Freeway Study</div></div><div>2013</div></div><div><div>Draft Environmental Impact Statement</div><div>COMMENT FORM</div></div><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><div><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><div><p>Comments must be received or postmarked by July 24, 2013.</p><p>PHX. IS GROWING, PEOPLE AND TRAFFIC. YES, THERE WILL BE A LOSS OF HOMES, BUT IT IS STILL FOR THE GOOD OF ALL OF US. THE FREEWAY WOULD BE SAFER FOR LARGE TRUCKS AS WELL AS ALL TRAFFIC. THE NEW FREEWAY WOULD BE A "GOOD THING"</p><p>ALSO LARGE TRUCKS SHOULD ONLY USE THE RIGHT TWO LANES THROUGH PHX. (THIS IS FROM A FORMER TRUCK DRIVER OF 35 YRS)</p></div><div><p>Optional</p><p>Name CHARLES A. PENNINGTON Email PENCAP803@GTY.NET</p><p>Address 1610 S. JUCCA ST</p><p>City CHANDLER State AZ Zip 85286</p><p>Phone 480-786-4893 Fax 480-786-4894</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></div><div><div>ADOT TRACS No.: 2021 MA 054 HS764 01L • Federal-aid Project No.: NH-202-D(ADY)</div><div><div>ADOT</div><div>U.S. Department of Transportation Federal Highway Administration</div></div><div>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</div></div></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div> <div> <p>LOOP 202 <i>South Mountain</i> Freeway Study</p> <p>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> <p>Comments must be received or postmarked by July 24, 2013.</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><i>It would be a great asset to the community, easy for me to get to downtown and my children and doctor.</i> <i>Better access to 70 and other parts of Phoenix.</i></p> <p>Optional Name <i>Carol A. Pennington</i> Email <i>Pencap8037@aol.net</i> Address <i>1610 S. Yucca St</i> City <i>Chandler</i> State <i>Az</i> Zip <i>85286</i> Phone <i>480-786-4893</i> Fax <i>480-786-4894</i></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(ADOT)</p> <p>ADOT U.S. Department of Transportation Federal Highway Administration</p> <p>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</p> </div> </div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>From: Rusty Crerand To: ADOT Subject: S. Mt. Opinion Date: Thursday, July 11, 2013 11:44:47 AM Attachments: image001.png</p> <hr/> <p>From Envoy:</p> <p>7/11/2013 11:06:40 AM As public comment on is coming to an end on the freeway extension that will cut through South Mountain Park and Preserve, I find it necessary to voice my opinion. I would like to express my concerns about the conservation and protection of South Mountain. Spectacular views can be seen of the entire valley, and I have been fortunate enough to be able to grow up hiking and biking along these beautiful trails of the Southwest. I feel the impact study is not sufficient and doesn't take into account social implications of degrading a special place that has been protected for so long. I know the growth of the city in the next decades will require an increase of roads, but the construction of a freeway through South Mountain will send the message to our citizens that we do not care about our special desert environment. Please, please see that a 22 year old college student that has had a strong connection with South Mountain Park and Preserve her whole life, really cares about this beautiful area. I hope it can be protected and remain for others to enjoy as much as I have.</p> <p>Olivia Peralta op22@nau.edu</p> <p>Thanks,</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> <p></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.

Code	Comment Document
	<div><div><div>1</div><div>2</div><div>3</div><div>4</div><div>5</div></div><div><div>Document Created: 7/23/2013 8:53:23 PM by Web Comment Form</div><div>I am writing to state my opposition for the proposed expansion of Loop 202/ South Mountain Freeway . Ahwatukee residents would ultimately be affected by air & noise pollution, as well as devastation of local business, homes & church in the line of proposed route. The 40 years old project could be & should be adjusted due to new develops & changes , happened since 1983.</div><div>Sincerely,</div><div>Igor & Larisa Peremislov</div></div></div>

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	Economics, Socioeconomics	Businesses that would be directly and adversely affected by the Preferred Alternative, if it were the Selected Alternative, would be mitigated through relocation or site purchase at fair market value. Construction of the proposed facility would likely generate additional business and jobs in the corridor upon implementation because of the improved access it would provide.
4	Neighborhoods/ Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
5	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
	<div><div><div>1</div><div>2</div><div>3</div></div><div><div>Document Created: 7/23/2013 9:04:35 PM by Web Comment Form</div><div>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.</div><div>Sencerely, Eli Peremislov</div></div></div>

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	Health Effects	
3	Cultural Resources	

Code	Comment Document
	<div>5054</div> <div><div><div>1</div><div>2</div><div>3</div><div>4</div><div>5</div><div>6</div><div>7</div><div>8</div><div>9</div><div>10</div><div>11</div><div>12</div><div>13</div><div>14</div><div>15</div><div>16</div><div>17</div><div>18</div><div>19</div><div>20</div><div>21</div><div>22</div><div>23</div><div>24</div><div>25</div></div><div><div>***</div><div>THE REPORTER: Please state your name.</div><div>MS. PEREZ: Rolinda Perez.</div><div>I think the comment I have is that it's</div><div>stating that the air quality is going to be perfect,</div><div>I mean, a lot better with the freeway. I mean, I</div><div>really don't think that way, because my family -- all</div><div>my family, they're asthmatic. And the reason why we</div><div>live here in this community is because there is not</div><div>pollution ever. The only way we ever see pollution,</div><div>if you see it in the -- if you're sitting down in the</div><div>daytime, you can actually see by South Mountain the</div><div>pollution that's coming from Phoenix, you know, the</div><div>smog, or the non-clarity on that side.</div><div>And then with the fire that just came,</div><div>like two weeks, three weeks ago we had a fire from a</div><div>hay fire, that smoke alone had a lot of our allergies</div><div>inside the clinic. So that smoke alone, my daughter,</div><div>it triggered her more. We had to have more</div><div>medication for that. And when I spoke to that lady</div><div>about it, she said with the freeway and more vehicles</div><div>coming onto the freeway, the air quality is going to</div><div>be even better, because it's pushing all that air</div><div>away. And I don't get that. I don't get that.</div><div>And then I told her, that's -- you're</div></div></div> <div>Page 7</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

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	

Code	Comment Document
	<div><div>1 going to have three to four lanes, or whatever it is. 2 It's going to -- and more vehicles with diesel on 3 there, and everything else. I see a lot of vehicles 4 still have -- they're not up to date on their 5 emissions tests, so they're not fixing those 6 vehicles. And you can see that smoke coming out of 7 their mufflers. And she said, "Well, you guys have a 8 road down 51st in this area anyways," but there's not 9 a lot of vehicles. It's mainly just for the 10 community members or you see -- it would be ten times 11 more now if we get it. And that is just my concern 12 is that -- it's -- you know, I have asthma, and then 13 my daughter, who is six years old, has asthma. 14 By the time it comes -- I mean, it's more 15 our children. And I'm just concerned about that. Is 16 that I don't understand how they say the air quality 17 is going to be good. I really don't think so, 18 because I've lived in Phoenix for a while now, and 19 coming here to this community, it's so much better. 20 It's so much better. My asthma, I don't take 21 medication for it anymore. I have an emergency 22 inhaler, but I hardly ever get it. And I'm under 23 control here. 24 And I'm just concerned about that, so I 25 just wanted to speak my mind on that.</div><div>Page 8</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code

Comment Document

1

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/20/13	INCOMING CALL TIME: 4:16 PM
CALLER: PAT PESSTLE	CALLER ADDRESS: 4718 E. CAMPBELL AVENUE, PHOENIX, ARIZONA 85018
PHONE:	EMAIL:
CALLER REMARKS/QUESTIONS: Hi I'm calling to say I support the South Mountain Freeway.	

Code	Issue	Response
1		Comment noted.

Code

Comment Document

1

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 6/14/13	INCOMING CALL TIME: 1:20 PM
CALLER: IRENE PETERSEN	CALLER ADDRESS: 13840 NO. DESERT HARBOR DRIVE APT. #369, PEORIA, ARIZONA 85381
PHONE: 623-243-5325	EMAIL:
CALLER REMARKS/QUESTIONS: Yes, I'm calling in support of the South Mountain freeway.	

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div><p>From: Projects To: ADOT Subject: FW: Build the 202!! Date: Monday, May 20, 2013 8:42:38 AM</p><hr/><p>From: mindset839@aol.com [mailto:mindset839@aol.com] Sent: Friday, May 17, 2013 6:43 PM To: Projects Subject: Build the 202!!</p><p>It is extremely important to the future quality of life in the valley that the 202 through South Mountain be completed. It is imperative that we stay ahead of the traffic curve as the population in the valley continues to increase. The 202 will act as a "reliever" and divert traffic that would otherwise be forced to go through the heart of Phoenix, clogging our roadways.</p><p>This is the single most important roadway project in the valley in the last 20 years and we must do everything in our power to complete is with the utmost urgency.</p><p>I urge you to do anything you can to see this project through.</p><p>Respectfully,</p><p>Fredrick Peterson Glendale, AZ (623)337-7236</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></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>July 5, 2013</p> <p>ADOT Loop 202 South Mountain Freeway Study 1655 W Jackson Street, MD 126F Phoenix, AZ 85007</p> <div><div>1</div><div>2</div><div>3</div><div>4</div><div>5</div><div>6</div></div> <p>I want to register my opposition to the proposed 8-lane freeway on the Pecos Road alignment. Tearing down houses and Mountain Park Community Church doesn't make much sense. This route was proposed in 1988 that's over 25 years ago. I hate to imagine what Ahwatukee is going to become with the increase in noise and poor air quality caused by all the trucks using the road as a Phoenix bypass. There has to be an alternative route such as Riggs Road. I would hope ADOT would stop their plan to destroy our neighborhood.</p> <p><i>Adrienne Petraitis</i></p> <p>Adrienne Petraitis, Homeowner 16655 S 14th Street Phoenix, AZ 85048</p> <p>CC: Protecting Arizona's Resources and Children (PARC)</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	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.
4	Air Quality	
5	Purpose and Need, Truck Bypass	
6	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

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/19/13	INCOMING CALL TIME: 5:21 PM
CALLER: JIM AND TANYA PHAL	CALLER ADDRESS: PHOENIX, ARIZONA
PHONE: 602-997-4828	EMAIL:
CALLER REMARKS/QUESTIONS: Ok, I don't know if you're still there – long message. I'm fully in support of the South Mountain freeway and so is my wife.	

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div><div>Corrine Pinks</div><div>Document Created: 5/21/2013 2:32:10 PM by Web Comment Form</div><div>I feel the completion of the the 202 Freeway would be beneficial to the growing Phoenix Metro area. This would improve traffic flow from the East Valley to the West Valley.</div></div>

Code	Issue	Response
1		Comment noted.

Code

Comment Document

From: [Bruce Piper](#)
To: [Projects](#)
Subject: 202 loop through Ahwatukee
Date: Tuesday, June 04, 2013 5:40:56 PM

A graphic consisting of six light green circles with black outlines, arranged in a 2x3 grid. Each circle contains a black number: the top row has '1' and '3', and the bottom row has '2', '4', and '5'. The circles are slightly overlapping.

Hello,
I would like to voice my strong opposition to this project. Ahwatukee residents live here because of the quiet, crime free environment. Adding this freeway would ruin our area. There is no businesses out here and therefore no reason to build the freeway. If connecting the freeways is the main objective then run the freeway parallel to 51st ave down and away from Ahwatukee. According to the national association of Realtors, living within 1 mile of a freeway off ramp increases your chances of being the victim of a crime by 50%! This means the state is increasing the risk of many of us that own half million dollar homes. Home values will plummet and that will decrease property tax revenues dramatically. If approved, I personally know many people that will sell their homes.

Thank you for reading.

Bruce Piper
HomeSmart Real Estate
480 201 3011

Code	Issue	Response
1	Purpose and Need	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <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	Neighborhoods/ Communities	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
4	Alternatives, E1 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <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.
6	Economics, Socioeconomics	Table 4-23 on Final Environmental Impact Statement page 4-63 displays projected property tax impacts on the various affected jurisdictions from right-of-way acquisition and future land uses related to each of the action alternatives. Property tax impacts from implementing the W59 Alternative would be about twice those resulting from the E1 Alternative. The loss in annual City of Phoenix tax revenues from implementation of the E1 Alternative are discussed on page 4-64 and would, given all tax revenues for the City of Phoenix, “be nearly inconsequential.”

Code	Comment Document	
1	Carl Piper I support the 202.	Document Created: 7/24/2013 10:23:41 PM by Web Comment Form

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div><p>From: Projects To: ADOT Subject: FW: Build the South Mountain Freeway Date: Tuesday, May 14, 2013 9:39:49 AM</p><hr/><p>-----Original Message----- From: Joel Plote [mailto:joelplote@gmail.com] Sent: Friday, May 10, 2013 9:25 PM To: Projects Cc: info@buildthe202.com Subject: Build the South Mountain Freeway</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><p>.</p></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
Comments on the Proposed South Mountain Freeway	
12	<p>I am opposed to the proposed South Mountain Freeway for many reasons but primarily because it is not needed and will not solve the traffic problems described in the draft Environmental Impact Statement and there are better and far less expensive alternatives.</p> <p>First, it is irrelevant this freeway has been proposed since 1985. It should be evaluated based on today. The proposed Paradise Parkway was also proposed in 1985 and has been eliminated for many of the same reasons the South Mountain Freeway should be eliminated.</p> <p>There is no question as to the excessive traffic now and the likely traffic increases at the Broadway Curve on I-10. However, if one is to conclude the South Mountain Freeway is going to help this situation one would have to believe the Broadway Curve traffic is caused by vehicles transiting Phoenix and leaving on I-10 westbound towards Los Angeles. This is categorically false. As anyone who drives I-10 into Phoenix (or out) during rush hour knows, as soon as traffic passes SR-143 just past the Broadway Curve it thins out appreciably and is no longer heavy into downtown Phoenix.</p> <p>The study concludes that over 50% of projected growth will be in areas “immediately served” by the proposed freeway. One of the communities cited in the study and projected for significant growth is Chandler/Gilbert. It is a monumental stretch to conclude these people will be served by the new freeway. The only time this would be the case would be if they need to go to the west valley or towards California. It is simply not true they will be significant beneficiaries of the project.</p> <p>Ahwautukee, easily the most impacted of the communities “immediately served” by the freeway is projected to have only 8.5% population growth between now and 2035 or just .38 of 1% per year. Again, no one in Ahwautukee will use this freeway except to go to the west valley or California. The study provides no data on projections for either Ahwautukee or Gilbert/Chandler residents to actually use this freeway probably because the numbers would be so low.</p> <p>I do believe the growth numbers for the southwest valley but that’s a very small stretch of freeway miles. If ADOT honestly believes west valley residents will use the freeway to drive to work at the technology companies in Chandler they would be pursuing a strategy of encouraging extreme commutes to work which is certainly not a mainstream strategy. Southwest valley leaders have suggested the freeway will lead to a regional mall as the 82,000 residents of Ahwautukee are added to the Laveen “area.” If anyone seriously thinks Ahwautukee residents are going to drive to Laveen to shop they have totally lost their minds. If it’s important for Laveen residents to be able to have a freeway access to I-1- then build one that’s about 5 miles long.</p> <p>I am shocked the I-8/SR 85 alternative required upgrades are misstated and this alternative “does not meet the proposed access purpose.” If support for this last statement is in the study I missed it but</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	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.
3	Traffic	Information related to origins and destinations of motorists that would use the proposed freeway is presented in Figure 3-18 on page 3-36 of the Final Environmental Impact Statement. The definition of freeway users considers only those motorists who travel through the South Mountains; so, motorists who begin their trips in Ahwatukee Foothills Village and travel east to Interstate 10 (Maricopa Freeway) or motorists who begin in Laveen Village and travel north to Interstate 10 (Papago Freeway) are not counted in the analysis. The analysis of origins and destinations shows that 73 percent of travelers would be involved in trips beginning or ending in the Study Area or areas immediately surrounding it. Seven percent of the trips would begin, end, or begin and end outside of the Maricopa Association of Governments region; ten percent would either begin or end in Pinal County.
4	Traffic	In 2035, the average daily traffic on the proposed freeway is projected to range from 117,000 to 190,000 vehicles per day (see Final Environmental Impact Statement page 3-62). The estimated volume depends on location. The purpose and need for the South Mountain Freeway are not solely to relieve congestion on Interstate 10 (Maricopa Freeway). Facilitating mobility in the Maricopa Association of Governments region does not mean just relieving congestion on the Broadway Curve (see Draft Environmental Impact Statement page 1-21). Among other criteria, the proposed freeway is to permit the entire Regional Freeway and Highway System to function as designed. Optimal function of that design includes completing all the segments of the Loop 202 system (see Draft Environmental Impact Statement pages 3-35 and 3-37). With implementation of the South Mountain Freeway, many motorists would be able to get from Point A to Point B, a route that never included needing to use Interstate 10.

Code	Comment Document
	cannot understand why this alternative is not seriously considered. I-8 requires no upgrades including adding lanes. It is a poorly utilized stretch of interstate highway now. An interchange will be required between I-8 and SR 85 and between SR 85 and I-10 but little additional work on SR 85 will be required until it nears I-10 west of Phoenix. This alternative will cost a fraction of the South Mountain Freeway cost. A bigger question is why isn't this alternate route being used already? ADOT appears to be secretly promoting the South Mountain Freeway as a Phoenix bypass but fails to provide data supporting this need and, in any case, cannot explain why the existing and quite useable bypass – even without upgrades – is rarely used.
6	
7	Many pages are devoted to working with the Gila River Indian Community but it does appear to be just words. Everyone knows ADOT has not seriously pursued putting the freeway on the reservation and doesn't appear to seriously consider GRIC objections to the project on multiple environmental grounds.
8	ADOT makes a poor presentation as to the need for this enormous expenditure but even this inflated price is only obtained by building a cheap project at grade obviously without considering the quality of life issues for both Ahwautukee and the GRIC.
9	
10	Finally, I doubt this project will ever be built. There will be legal challenge after legal challenge that at a minimum will delay the project for years and add millions of dollars of cost. At the end of the day there are going to be hard questions as to why ADOT/MAG have blindly pursued such an unpopular and semi-useless project when there are many better ways to invest in our transportation infrastructure.
	Paul E. Poer 480-759-8796

Code	Issue	Response
5	Alternatives	According to 23 Code of Federal Regulations §771.111(f),” the action evaluated in the environmental impact statement must connect logical termini and be of sufficient length to address environmental matters on a broad scope...”. The proposed action should satisfy the project need and should be considered in the context of the local area socioeconomics and topography, the future travel demand, and other infrastructure improvements in the area. A partial freeway from Interstate 10 (Papago Freeway) to Laveen Village is not feasible because it would not meet the proposed freeway’s identified purpose and need.
6	Alternatives	The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Final Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.
7	Alternatives, Gila River Indian Community Alignment	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
8	Design	The cost estimates for the proposed freeway, as described beginning on page 3-59 of the Final Environmental Impact Statement, were developed in accordance with accepted engineering practices by professional engineers. The project has been subject to multiple peer reviews of both the quantities and unit costs used in the estimate by the Arizona Department of Transportation, Federal Highway Administration, Maricopa Association of Governments, and their consultants. In each case, the estimate was found to be reasonable and accurate. The proposed project is part of the <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. 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.

Code	Comment Document

Code	Issue	Response
9	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>
10	Purpose and Need	<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	<div><p>From: Projects To: ADOT Subject: FW: Build the South Mountain Freeway Date: Tuesday, May 14, 2013 9:46:04 AM</p><hr/><p>-----Original Message----- From: John Poirier [mailto:johnnyp44@yahoo.com] Sent: Friday, May 10, 2013 5:21 PM To: Projects Cc: info@buildthe202.com Subject: Build the South Mountain Freeway</p><p>Please start this project.</p><p>John Poirier</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><p>.</p></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div>LOOP 202 <i>South Mountain</i> Freeway Study</div><div>2013</div><div>Draft Environmental Impact Statement COMMENT FORM</div><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><div><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><div><div>1</div><p>Comments must be received or postmarked by July 24, 2013.</p><p>SOUTH MOUNTAIN Freeway Needs To Be Built To Relieve TRAFFIC CONGESTION THROUGH THE City of PHOENIX AREA AND ALONG I-10. THIS Project HAS BEEN STUDIED FOR DECADES AND IT IS TIME TO ACT</p><div><div>Optional</div><div><div>Name</div><div>STAN POLASIK</div><div>Email</div><div>ACIVILROAD@COX.NET</div><div>Address</div><div>845 N. GAYLORD</div><div>City</div><div>MESA, AZ</div><div>State</div><div>AZ</div><div>Zip</div><div>85213</div><div>Phone</div><div>480-844-8927</div><div>Fax</div><div></div></div></div><div><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><div><div>ADOT</div><div><div>U.S. Department of Transportation</div><div>Federal Highway Administration</div></div></div><div><div>FOR MORE INFORMATION:</div><div>azdot.gov/SouthMountainFreeway</div></div></div></div></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div>LOOP 202</div><div>South Mountain</div><div>Freeway Study</div></div><div>2013</div></div> <div><div>Draft Environmental Impact Statement</div><div>COMMENT FORM</div></div> <div><div><div>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</div><div>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.</div><div>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</div></div><div><div>It is helpful to ADOT to receive comments on:</div><div><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></div></div> <div><div>Comments must be received or postmarked by July 24, 2013.</div><div><p>While everyone is within their rights to speak to this project failure to complete this needed and valuable freeway harms not only the current generations but those who will depend on this freeway in the future and at this time have no say due to their age or having not been born yet.</p><p>This freeway is well planned and has in my opinion less negative impacts than the many positive impacts.</p><p>In today's political area a government gets too much of a negative reception due in large part to negativity being more prominent</p></div></div> <div><div>Optional</div><div><div>Name</div><div>Peter Polcon</div><div>Email</div><div>peterp@dolphincasting.com</div><div>Address</div><div>11209 W Citrus Grove</div><div>City</div><div>Avondale</div><div>State</div><div>AZ</div><div>Zip</div><div>85392</div><div>Phone</div><div>602 725 1626</div><div>Fax</div><div></div></div></div> <div><div>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</div></div> <div><div>ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)</div><div>10-130</div><div><div>ADOT</div><div><div>U.S. Department of Transportation</div><div>Federal Highway Administration</div></div></div><div><div>FOR MORE INFORMATION:</div><div>azdot.gov/SouthMountainFreeway</div></div></div>

(Comment codes begin on next page)

Code	Issue	Response

Code	Comment Document
	<div><div>LOOP 202 <i>South Mountain</i> Freeway Study</div><div>2013</div><div>Draft Environmental Impact Statement COMMENT FORM</div><div>Additional Comments: <u>IN OUR FAST PACED NEWS ENVIRONMENT.</u></div><div><div>1</div><div>ADOT did did a FANTASTIC JOB on this project and deserve se Recognition. No matter what public opinion is AS A RESULT of Public Hearings. The ADOT TEAM HIT A Home Run WITH this project</div><div>Build the Freeway because IT IS the Right thing to do TODAY 1 year from now 10 years from now OR 100 years from now IT IS the Right thing to do. JUST DO IT NOW</div></div><div><div>ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)</div><div>13-162</div><div><div>ADOT</div><div>U.S. Department of Transportation Federal Highway Administration</div></div><div>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</div></div></div>

Code	Issue	Response
1		Comment noted.

Code

Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 8:01 PM
CALLER: PETE POLLION	CALLER ADDRESS: 11209 W. CITRUS GROVE, AVONDALE, AZ 85392
PHONE:	EMAIL:
<p>CALLER REMARKS/QUESTIONS:</p> <p>I fully support the South Mountain Freeway as it will definitely reduce traffic through the Broadway curve and through downtown Phoenix and it will also make it more convenient for trucks traveling east-west on I-10 to bypass a lot of Phoenix and it will reduce traffic, reduce pollution, and I am in favor of it. Thank you.</p>	

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
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Code

Comment Document

From: [Projects](#)
To: [ADOT](#)
Subject: FW: Build 202
Date: Monday, May 20, 2013 8:36:33 AM

-----Original Message-----
From: Lucas Pool [<mailto:tkn602@yahoo.com>]
Sent: Friday, May 17, 2013 8:45 PM
To: Projects
Subject: Build 202

Build the South Mountain 202 please.

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

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
	<div><div>1</div><div><div><div><div>TELEPHONE CONVERSATION RECORD</div><div>SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div></div><table><tr><td>INCOMING CALL DATE: 5/15/13</td><td>INCOMING CALL TIME: 5:21 PM</td></tr><tr><td>CALLER: ELIZABETH PORTER</td><td>CALLER ADDRESS: CHANDLER, AZ</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div><div><div>CALLER REMARKS/QUESTIONS:</div><div>I am a registered voter in Chandler, Arizona and I just wanted to let you know that I am in support of this South 202 Freeway south of South Mountain. Thank you.</div></div></div></div></div></div>	INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 5:21 PM	CALLER: ELIZABETH PORTER	CALLER ADDRESS: CHANDLER, AZ	PHONE:	EMAIL:
INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 5:21 PM						
CALLER: ELIZABETH PORTER	CALLER ADDRESS: CHANDLER, AZ						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div><p>From: Projects To: ADOT Subject: FW: South Mountain Freeway Date: Tuesday, April 30, 2013 2:55:56 PM</p><hr/><p>F.Y.I.</p><p>From: Dan Pratt [mailto:mrданpratt@gmail.com] Sent: Tuesday, April 30, 2013 1:51 PM To: Projects Subject: South Mountain Freeway</p><p>To Whom It May Concern:</p><p>I support the construction of the South Mountain Freeway. The freeway is sorely needed in order to alleviate traffic throughout the valley. I applaud the efforts of the team who did the environmental impact study. Their findings show that construction of the freeway is simply the best option. Also, I favor their recommended routes. I hope that the South Mountain Freeway can be built with all possible speed. Thank you.</p><p>Sincerely,</p><p>Dan Pratt</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></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div>1</div><div>2</div></div><div><div>Grady Preston</div><div>Document Created: 7/22/2013 3:48:34 PM by Web Comment Form</div><div>I feel if is very important that we move away from making more freeways and pay for more buses and extending the light rail. It will be much better for the environment and increase tourism to our great state. I can tell you it is always much nicer when I travel to cities with good public transportation. The light rail is a great start but it really needs to be extended into Scottsdale and north Phx / Glendale. We also need better bus routes that arrive more frequently. I'm very against this plan.</div></div></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	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.

Code	Comment Document
	<div><div><div><div><div></div><div><div></div></div></div><div><div><div>From:</div><div>To:</div><div>Subject:</div><div>Date:</div></div><div><div>Projects</div><div>ADOT</div><div>FW: Stop the 202!</div><div>Monday, May 20, 2013 8:42:06 AM</div></div></div></div></div><div><div><div><div><div></div><div><div></div></div></div><div><div><div>From:</div><div>Sent:</div><div>To:</div><div>Subject:</div></div><div><div>Ron933a [mailto:ron933a@aol.com]</div><div>Friday, May 17, 2013 7:03 PM</div><div>Projects</div><div>Stop the 202!</div></div></div></div></div><div><div><div><div>1</div><div>2</div></div><div><p>Please stop any plans to continue to build the 202. I think it's can be agreed that the last extension of the 202 has done nothing to relieve traffic on the 10, 17 or 60 and other parts of the 202. There is no need to waste money on a big freeway, you just need to extend pecos road. No need for the 202.</p><p>Thanks,</p><p>Ron Price Phoenix, AZ/</p></div></div></div><div><div>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.</div></div></div></div>

Code	Issue	Response
1	Alternatives	The Gila River Indian Community has not allowed the project team to consider alignments on its land, so extending Pecos Road to 51st Avenue is not feasible.
2	Purpose and Need, Lack of Support	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
1	<div><div><div>Briana Price</div><div>Document Created: 5/21/2013 1:12:23 PM by Web Comment Form</div></div><div>South Phoenix/Laveen NEEDS the Loop 202 W59 freeway!!!! As a resident of this area we have to travel east to Tempe, Ahwatukee or west to Avondale, Tolleson for shopping and movie theaters and kids programs. We deserve to have all the amenities as other communities and the proposed W59 will do that for us. It will bring in anchor retailers and a movie theater and a hospital, etc. Other routes will not do that. So Yes we need the freeway and yes we need the W59 route!!! Also, for those commuting around the South Mountain having closer freeway access will shorten those commutes and make travelling around the vally easier and quicker for all of us. It will also cut down on congestion along Baseline Rd and surrounding areas as we can stay in our local community and/or get on the new freeway. Our surface streets are packed and we've had so many accidents here lately I feel partly due to the congesting and fact that people are so busy and having to travel great distances to get where they're going. Just as the west Loop 101 has done for the NW valley, the South Mountain Freeway Loop 202 W59 will do for the SW valley...it just has to be done! We need the infrastructure!</div></div>

Code	Issue	Response
1		Comment noted.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: Mark and Lisa Prieto To: Projects Subject: re: South Mountain Freeway Date: Wednesday, July 24, 2013 2:19:38 PM</p> <p>Hello. This email is a response to the request for public comment in regards to the South Mountain Freeway Project.</p> <p>As a 13 year resident of the Ahwatukee Foothills, the details of this project make me incredibly sad that those who are in a position of leadership in our state government are so willing to destroy such a lovely community in the interest of a project that should have been trashed decades ago. Having been here as long as I have, I also have a perspective of the information provided to this community that is different than the one that ADOT pushes in the press.</p> <p>While it is true that the freeway has been ‘on the books’ for decades, the amount of information was nothing like what is portrayed in the press. I purchased my first home in Ahwatukee in 2000. At that time the builder was obligated to disclose the planned freeway. The public information available at the time consisted of a red line on a map that appeared to be South of Pecos Rd. There was no funding, no comprehensive plan, no info on how many lanes or where on/off ramps would be etc. When I purchased my second home, where I live now, it was previously owned. There was no disclosure of the freeway by the previous owner, so had I not already been aware of it, it would have been a big surprise to me! Which I believe is probably the case for a lot of the residents that currently reside in the area. So to those who insist on pointing out that the project ‘was on the books.’ I say, that doesn’t mean it was common knowledge. I purchased my current home in September of the year after the Prop passed. The first comprehensive information was made available to public that following November, thanks to the Proposition that passed granting funding. A proposition that I believe only passed because the freeway was wrapped up with the funding for the light rail! That is the other misconception that ADOT insists on pushing in the press. I keep reading that the public voted for it, so it must be done. In truth, the public voted for the light rail. Every single person I know that voted for that proposition did so because they were in favor of the light rail. Most were not even aware of the inclusion of funding for the South Mountain Freeway. Which goes to show that what people really want is a functional mass transit system. Something we still don’t have.</p> <p>My husband and I both work within 15 minutes of our home. We have always worked within reasonable commuting distance from where we live. That is a responsible choice. Another excuse I keep hearing for why this freeway is a must, is that it will help people commute from the far out areas to the East Valley and back for work commute. WHY would we want to encourage that. Why live in Laveen if you want to work in Chandler. There are plenty of nice communities in the Chandler area, live there. Or work in Laveen, or South</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 page 4-91).
2	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Neighborhoods/ Communities	Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.
4	Public Involvement	Information related to freeway awareness is presented in the Final Environmental Impact Statement on page 4-13.
5	Acquisitions and Relocations	<p>The text box “Freeway Awareness,” on Final Environmental Impact Statement page 4-13, provides a thorough history of the public disclosure of the proposed South Mountain Freeway, beginning with a map made public in 1980 and one in 1984 showing more or less the current alignment. This text box also explains the legal requirements for developers and other home sellers to “inform potential buyers of conflicts with planned transportation projects like the proposed action.”</p> <p>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).</p>
6	Traffic	Information related to origins and destinations of motorists that would use the proposed freeway is presented in Figure 3-18 on page 3-36 of the Final Environmental Impact Statement. The definition of freeway users considers only those motorists who travel through the South Mountains; so, motorists who begin their trips in Ahwatukee Foothills Village and travel east to Interstate 10 (Maricopa Freeway) or motorists who begin in Laveen Village and travel north to Interstate 10 (Papago Freeway) are not counted in the analysis. The analysis of origins and destinations shows that 73 percent of travelers would be involved in trips beginning or ending in the Study Area or areas immediately surrounding it. Seven percent of the trips would begin, end, or begin and end outside of the Maricopa Association of Governments region; ten percent would either begin or end in Pinal County.

Code	Comment Document
	Phoenix.
78	In short I believe this freeway is a mistake. I reviewed the information from the recently released impact study. While it does a very good job of trying to put a positive spin on things, using all the benefits for Laveen, it completely ignores the negative impact to the residents of Ahwatukee. Crime rates will go up, traffic will increase on our community streets, the quality of the air in Ahwatukee will be negatively impacted, the health of the residents, especially the children will be negatively impacted. I don't think the positives listed in the study come anywhere near balancing the scales with negative impact on the people in this community.
910	
	I have tried to keep my comments on the negative effect I think it causes my community as whole. But I also want to take a quick moment to focus on my own family. I live less than a mile from Pecos Road. I have 5 children, including one with a severe heart defect for which he has undergone 3 open heart surgeries. The negative health impact this freeway could have on my family is enormous. Although the perception is that everyone in this community is rich, that is incorrect. Some of us just made necessary sacrifices in order to provide our children with a home in a good community, with good schools. We can't just move. And ADOT has not given us any definitive indication whether our home is in the destruct zone, nor have I seen any mention of compensation for those within a mile of its construction.
1112	
	I voted no on the proposition that provides funding for this freeway. I am against its construction 100%. I think it is a mistake of epic proportions being made to line the pockets of a few. I think that if ADOT really wanted to, they could find a better alternative. I think that 1.9 billion would be better spent on a functional mass transit system.
1314	
	Lisa Prieto 16802 S 8th St Phoenix AZ 85048

Code	Issue	Response
7	Neighborhoods/Communities	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
8	Traffic	In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system. The City study found no adverse effects on the local street system from the freeway (see Appendix 3-1 in the Final Environmental Impact Statement).
9	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
10	Health Effects	
11	Acquisitions and Relocations	
12	Acquisitions and Relocations	Agencies may acquire only those properties located entirely or partly within the project right-of-way limits (see Final Environmental Impact Statement page 4-45).
13	Alternatives, Nonfreeway Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
14	Purpose and Need	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.

Code

Comment Document

1

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 3:22 PM
CALLER: STEVE PROWLIN	CALLER ADDRESS: 2026 E. BUENA VISTA DRIVE, CHANDLER, AZ 85249
PHONE:	EMAIL:
CALLER REMARKS/QUESTIONS: I just wanted to voice my support for the extension of the loop 202 around South Mountain. Thank you.	

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div><div><div><div>LOOP 202</div><div>South Mountain</div><div>Freeway Study</div></div><div>2013</div></div><div><div>Draft Environmental Impact Statement</div><div>COMMENT FORM</div></div><div><div><div>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</div><div>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.</div><div>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</div></div><div><div>It is helpful to ADOT to receive comments on:</div><div><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></div><div><div>Comments must be received or postmarked by July 24, 2013.</div><div><div>I live in the West Valley. Access to the southern east side of town is cumbersome and is most often congested. Unless we take surface streets, I-10 is the my only option. I support the proposed 202 South Mountain Freeway! When I first moved here in 2000, this freeway was being discussed, we still don't have it. It is time.</div></div></div><div><div>Optional</div><div><div>Name <u>Karla Purcell</u> Email <u>kbvogate@msn.com</u></div><div>Address <u>643 S 111th Ln</u></div><div>City <u>Avondale</u> State <u>AZ</u> Zip <u>85323</u></div><div>Phone <u>623-326-6778</u> Fax _____</div></div><div><div>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</div></div><div><div>ADOT TRACS No.: 202L MA 054 H5764 011 • Federal-aid Project No.: NH-202-D(ADY)</div><div><div>ADOT</div><div><div>U.S. Department of Transportation</div><div>Federal Highway Administration</div></div></div><div><div>FOR MORE INFORMATION:</div><div>azdot.gov/SouthMountainFreeway</div></div></div></div></div></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div><div><div></div><div>From: Brian Paul</div><div>To: Projects</div><div>Subject: Re: Proposed South Mountain Eastern section (Ahwatukee).</div><div>Date: Sunday, June 16, 2013 8:25:55 PM</div></div></div><div></div></div></div>
	Re: Proposed South Mountain Eastern section (Ahwatukee)
1	Why not consider a parkway with no truck traffic? They have these in the North East . They allow relief of traffic congestion with out the impact of heavy truck traffic (Environmental,Safety and increased congestion) and are aesthetically appealing. Why are the needs of the Gila Indian Reservation paramount to all other parties involved. As a group they stand to gain the most from the freeway expansion; increased traffic to their Casinos, Resorts, Outlets (thus increasing overall income to the community) and access to a new freeway for their whole community. All these benefits with absolutely no compromise on their part. The Gila Indian Reservation needs the revenue to help their citizens. I attended a corporate luncheon in the past. We were asked to bring can goods to donate to the community. I find it hard to understand why a community that has citizens that are economically disadvantaged would not be more open to other alternatives. If the Freeway must be built why not have it aligned 1 mile south of Pecos road on the Gila Indian Reservation (connecting at the I-10 ,Pecos 202 interchange then south for 1 mile ,then running east to west around Ahwatukee). This would accomplish two things and be a reasonable compromise for the citizens of Ahwatukee and the Gila Indian Reservation. First it would allow the sovereign citizens of Ahwatukee to remain an intact community and avoid increased crime, drop houses, environmental impact (potential chemical spills, accidents, pollution etc.), displacing (homeowners, businesses and churches), noise pollution and a lower overall quality of life for the Residents and Families of Ahwatukee. The Gila Indian Reservation could benefit from monthly lease payments from the AZ DOT or out right purchase of the land. They would have all the previous benefits mentioned and the additional benefit of extremely valuable commercial and potential residential land to sell, lease or rent to businesses and developers for light industrial commercial development and residential etc. They would also have the opportunity to increase their own communities commercial ventures allowing the Gila Indian Reservation viable economic opportunities for all of its citizens to prosper in the future. If the freeway is to be built a parkway south of Pecos is the best alternative.
2	Thank you for your consideration,
	Ahwatukee Resident 10 Years
	Brian, Monica and Luke Putnicki

Code	Issue	Response
1	Alternatives	In the best-case scenario, a parkway would carry approximately 105,000 vehicles per day, well below the average daily traffic on the proposed freeway, which would range from 117,000 to 190,000 vehicles per day (see Final Environmental Impact Statement page 3-19). As a result, the Arizona Parkway would lack sufficient capacity to meet projected travel demand. The Arizona Parkway would not adequately address the projected transportation system capacity deficiency, would not remove a sufficient amount of traffic from arterial streets, and, therefore, would not meet the project’s purpose and need. For these reasons, the Arizona Parkway was eliminated from further consideration.
2	Alternatives, Gila River Indian Community Alignment	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Neighborhoods/Communities	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
4	Hazardous Materials	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Air Quality	
6	Neighborhoods/Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
7	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
8	Neighborhoods/Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).

Code Comment Document

From: [Projects](#)
To: [ADOT](#)
Subject: FW: freeway
Date: Monday, July 15, 2013 12:19:44 PM
Attachments: [image001.png](#)

Thank you,
Matthew Eberhart
Community Relations Officer

1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060

azdot.gov

The logo for ADOT Communications, featuring the letters "ADOT" in a stylized, bold font with a red underline, and the word "Communications" in a smaller font below it.

From: Wayne Pyle [mailto:waynepyle93@yahoo.com]
Sent: Monday, July 15, 2013 12:03 PM
To: Projects
Subject: freeway

I am writing to oppose the South Mountain Loop 202 Freeway. I have lived in Ahwatukee for 23 years. My favorite activity is hiking at South Mountain Park. This freeway will bring crime, pollution, noise, and the danger of a toxic waste spill from the many poorly regulated Mexican trucks that will be passing nearby. It will also damage South Mountain Park with its wildlife and hikers. For what purpose? Only to shorten trips for a few trucks. Very few people commute between the Ahwatukee area and the far west side. I work in downtown Phoenix and will never use the new freeway because of time and distance. The money could better be used for light rail or other less polluting forms of transportation. I urge you not to sacrifice beautiful Ahwatukee for the sake of convenience for a few trucks.

Wayne Pyle, a 37 year resident of the Phoenix area

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Code	Issue	Response
1	Neighborhoods/ Communities	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
2	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Noise	
4	Hazardous Materials	
5	Trucks	
6	Section 4(f) and Section 6(f)	
7	Biology, Plants, and Wildlife	
8	Purpose and Need, Lack of Support	
9	Alternatives	Federal regulations stipulate that an environmental impact statement shall “rigorously explore and objectively evaluate all reasonable alternatives” (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No-Action Alternative). As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the <i>Regional Transportation Plan</i> and were considered during the evaluation of this proposed new freeway.
10	Alternatives	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
1	<div><div>Katharine Lee Quarrie</div><div>Document Created: 7/12/2013 2:03:42 AM by Web Comment Form</div><div>sop this mad rush to destroy our land.</div></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div><p>From: Projects To: ADOT Subject: FW: South Mountain (SM) 202 Date: Tuesday, May 14, 2013 9:37:06 AM</p><hr/><p>From: sam chin [mailto:samfchin2000@yahoo.com] Sent: Sunday, May 12, 2013 11:07 PM To: Projects Subject: South Mountain (SM) 202</p><p>To whom it may concern</p><p>It is my believe the SM 202 will improve Phoenix's image, reduce every day traffic congestion, and related air pollution, time and money wasting. It would help the economic development in Laveen and Southwest Phoenix as well, which we could all benefit from. I support the plan strongly.</p><p>Sam Quinn</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></div>

Code	Issue	Response
1		Comment noted.

Code	Comment	Document
	Jessica Quinter	Document Created: 5/21/2013 8:41:56 PM by Web Comment Form
1	<p>I commute to tempe monday thru friday from laveen and am excited about the idea of the freeway addition. Traffic is awful in the morning. having to drive baseline or southern to mill ave is the only option because taking the 10 fwy has proven to be more time consuming in rush hour traffic. I live on 35th ave and dobbins to be exact. I am sure many ppl would be happy with the 59th ave alternative. It would reduce congestion and make it easier to travel to the east side of the valley.</p>	

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div>4082</div> <div>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</div> <div><div>1</div><div>8 MS. QUINTERO: Jessica Quintero. 9 I like the proposal for the 59th Avenue. I 10 think it would be a lot more convenient and beneficial 11 for everybody in the area to travel that route. 12 That's it.</div></div>

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.

EXCELLENT VIDEO & GRAPHICS!

WILL NEED TO REVIEW DOCUMENT FOR THE ELIMINATION OF W101 ALTERNATIVE.
IT SEEMS THAT CONNECTING TO THE 101 LOOP WILL BE THE BEST GEOMETRY.
THERE IS HEAVY TRAFFIC FROM THE 101 LOOP TO DOWNTOWN, ENDING THE
FUTURE 202L @ 54TH AVE (OR 55TH AVENUE) SEEM TO CREATE OTHER
ISSUES IN THE REGION.

Optional

Name VANESSA QUINTO

Email vanessa.quinto@jacobs.com

Address

City

State

Zip

Phone

Fax

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

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13-150

ADOT

U.S. Department of Transportation
Federal Highway
Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

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