

Code

Comment Document

From: [Projects](#)
To: [ADOT](#)
Subject: FW: Please don't build the freeway
Date: Monday, June 24, 2013 9:04:24 AM

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


From: Judy Wade [mailto:wadewords@cox.net]
Sent: Saturday, June 22, 2013 12:20 PM
To: Projects
Subject: Please don't build the freeway

We are against building the freeway as it is presently proposed. If the Gila River Indian Community is willing to have it build on their land, this would be acceptable. But to tear down homes, wreck parts of South Mountain, create a huge noise factor near thousands of homes, and invite crime into our neighborhoods is unacceptable.

Judy Wade and Bill Baker
Ahwatukee

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A vertical column of five light green circles, each containing a black number from 1 to 5. The circles are arranged in a slightly staggered fashion, with the first two at the top, then the next two, and the last one at the bottom.

Code	Issue	Response
1	Alternatives, Gila River Indian Community Alignment	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Neighborhoods/Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
3	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	
5	Neighborhoods/Communities	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.

Code	Comment Document
	<div><div><div><div><div></div><div>From: Phil Wagoner</div><div>To: Projects</div><div>Subject: "No Build" yields to more traffic on Beltway Road.</div><div>Date: Wednesday, July 24, 2013 4:13:27 PM</div></div></div><div></div></div></div> <div><div>> Regarding opposition to building AZ Loop 202 South Mountain Freeway, some members of the Gila River Indian Community (GRIC) don't want the pollution on their land, while some members of the Ahwatukee Foothills Community (AFC) don't want pollution on their land, uniting the two groups behind a No-Build "solution". But</div><div>> the number of commuters from the Southeast Valley to the West Valley continues to increase. One can find many of them adding to the fun on the I-10.</div><div>> However, a few of them are using the Beltway Road across GRIC land leading from Riggs Road to 51st Avenue and I-10. It's smooth cruising until they reach 51st Av, where it</div><div>> slows for the final few miles.</div><div>> Now, ADOT could improve the flow along 51st Av. That would be much</div><div>> cheaper than building the 202. It moves pollution well away from the AFC and the GRIC northern boundary.</div><div>> It's GRIC's choice: Pollution from stop-and-start on the</div><div>> Beltway? Or, from smoothly flowing traffic downwind on an</div><div>> economic boon 202? Or tear the heart out of Sacred</div><div>> Mountain?</div><div>Phillip Wagoner mobile: 480-220-0606</div></div>

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Code	Issue	Response
1	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). Nearly two-thirds of any alternative using Riggs Road would be on Gila River Indian Community land. 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.
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	Cultural Resources	

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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><div><div>1</div><div><p>I am in complete support of this project. This is a crucial piece to our community and regional transportation needs. The South Mountain Freeway is also critical to support the economic needs of the Southwest valley which will promote job creation and growth in my community. My concerns are more in the event that the freeway is not constructed. I am very concerned with the fact that the Casino on the South Side of the reservation boundary and 51st Ave is growing (adding hotel and night clubs) yet there is not currently access to this casino site other than driving through my community on surface streets.</p></div></div><div><div>Optional</div><div><div>NameJarrod Wakeford</div><div>Emailjarrodmw81@aol.com</div><div>Address4636 W. Magdalena Lane</div><div>CityLaveen</div><div>StateArizona</div><div>Zip85339</div><div>Phone</div><div>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</div><div><div>U.S. Department of Transportation</div><div>Federal Highway Administration</div></div><div>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</div></div></div></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div><p>From: Projects To: ADOT Subject: FW: Opposition to the South Mountain 202 Date: Monday, May 20, 2013 8:49:49 AM</p><hr/><p>From: Walker, Gregory [mailto:gwalker@Huitt-Zollars.com] Sent: Friday, May 17, 2013 2:24 PM To: Projects Subject: Opposition to the South Mountain 202</p><p>As a South Mountain resident, I am VERY opposed to construction of the South Mountain 202 loop. It is an extremely destructive project and totally unneeded. Do not build this waste of time, money and the environment.</p><p>- Greg</p><p>HUITT-ZOLLARS Gregory A. Walker, AICP Vice President Transit/Transportation Planning 425.877.0385 Mobile 602.952.9123 Desk www.huitt-zollars.com</p><hr/><p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p></div>

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.

Code	Comment Document
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Code	Issue	Response
1	Noise	Noise mitigation, such as sound barriers, is included in the proposed project (see Final Environmental Impact Statement page 4-91).
2	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Air Quality	
4	Health Effects	
5	Section 4(f) and Section 6(f)	

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Code

Comment Document

1

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 7/24/13	INCOMING CALL TIME: 11:13 AM
CALLER: GLENDA WALKER	CALLER ADDRESS: 2323 NORTH CENTRAL AVENUE, APT. #201, PHOENIX, ARIZONA 85004
PHONE:	EMAIL:
CALLER REMARKS/QUESTIONS: Hi, I do support the South Mountain freeway. I hope that gets built soon. It's been around too long. Thank you.	

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div>David Wallak</div> <div>Document Created: 5/12/2013 3:45:05 PM by Web Comment Form</div> <div>For the W59 alternative where the proposed Highway would cross over Lower Buckeye Road between S. 59th Ave and S. 63rd Ave the construction should include funds to widen lower buckeye road between S.59th Ave and S. 63rd Ave. This stretch of road is now occupied by farmland oneither side and goes from one lane to two lanes, going West at S.6rd Ave. This should be remedied with the W 59 Alternative. Thank you.</div>

Code	Issue	Response
1	Traffic	Traffic interchanges (on- and off-ramps) would be located at Van Buren Street, Buckeye Road, Lower Buckeye Road, Broadway Road, Southern Avenue, Baseline Road, Dobbins Road, Elliot Road, 51st Avenue, 17th Avenue, Desert Foothills Parkway, 24th Street, and 40th Street. In the immediate area of the interchanges, the crossroads would be widened to their ultimate lane configuration based on the City of Phoenix General Plan. Adjacent improvements such as signals and road widening would be the responsibility of the City of Phoenix.

Code	Comment Document
1	<div>Document Created: 6/30/2013 2:48:03 AM by Web Comment Form</div> <p>Where the proposed highway intersect W. Lower Buckeye Rd between S. 63rd Ave. And S. 59Th Ave., that portion of W. Lower Buckeye Rd needs to be widened, once the canals on each side of the road are filled. This area currently is a very dangerous section, with 18 wheeler Fed Ex trucks, clog the intersections and run over fire hydrants on the corner of W. Lower Buckeye Rd an S. 59Th Ave. Thank you, David Wallak 2205 S 63rd Dr Phoenix, AZ 85043</p>

Code	Issue	Response
1	Traffic	Traffic interchanges (on- and off-ramps) would be located at Van Buren Street, Buckeye Road, Lower Buckeye Road, Broadway Road, Southern Avenue, Baseline Road, Dobbins Road, Elliot Road, 51st Avenue, 17th Avenue, Desert Foothills Parkway, 24th Street, and 40th Street. In the immediate area of the interchanges, the crossroads would be widened to their ultimate lane configuration based on the City of Phoenix General Plan. Adjacent improvements such as signals and road widening would be the responsibility of the City of Phoenix.

Code	Comment Document
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Code	Comment Document																									
	<div><div>LOOP 202</div><div>South Mountain</div><div>Freeway Study</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><div>A particular alternative, environmental impact assessment, and/or draft mitigation.</div><div>Any information you feel is incomplete or incorrect.</div><div>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>In the early planning of Loop 202, ADOT discussed the need to get trucks out of Central Phoenix. The regional plan should be modified to re-route trucks out to US 85.</div></div><div><div>2</div><div>3</div><div>4</div><div>5</div><div>6</div><div>7</div><div>8</div><div>Have lived in two Phoenix neighborhoods where freeways (the 10 and 51) were built. Noise and pollution are inevitable, along with the inherent medical problems and crime that follow - and deteriorating neighborhoods. South Mountain needs to be protected from a wilderness and cultural standpoint for everyone.</div></div><div><div>Optional</div><div><div>Name</div><div>Patricia Walsh</div><div>Email</div></div><div><div>Address</div><div>14828 S. 44th Way</div></div><div><div>City</div><div>Phoenix</div><div>State</div><div>AZ</div><div>Zip</div><div>85044</div></div><div><div>Phone</div><div>(480) 961-0130</div><div>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><div>ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)</div><div>13-150</div><div><div>ADOT</div><div>U.S. Department of Transportation Federal Highway Administration</div></div><div><div>FOR MORE INFORMATION:</div><div>azdot.gov/SouthMountainFreeway</div></div></div></div></div> <div data-bbox="1619 229 2924 1876" data-label="Table"><table><tr><th>Code</th><th>Issue</th><th>Response</th></tr><tr><td>1</td><td>Alternatives</td><td>The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Draft Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and inter-regional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, it was eliminated from further consideration.</td></tr><tr><td>2</td><td>Noise</td><td rowspan="3">The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. 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Code Comment Document

From: [Projects](#)
To: [ADOT](#)
Subject: FW: South Mountain Loop
Date: Wednesday, May 22, 2013 3:35:16 PM

From: Roadarmel E W (Ward) [mailto:Ward.Roadarmel@srpnet.com]
Sent: Wednesday, May 22, 2013 3:11 PM
To: Projects
Subject: South Mountain Loop

Get it built! Why allow a small group of home owners to hold this up any longer? Why keep sending all the big rig traffic through the center of town and have this un-necessary traffic contributing to the congestion and pollution? It was approved by the majority years and years ago, any one moving into the south loop area was aware of its impending existence. Get over it and let's get it built!

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
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Code	Issue	Response
1	Visual Resources	<p>The State of Arizona (through the Arizona Department of Transportation) administers an Outdoor Advertising Program as mandated by the Federal Highway Beautification Act. Arizona's program provides regulations for the permitting, placement, and maintenance of outdoor advertising signs along Interstate highways as well as State highways within Arizona. The State statutes (Arizona Revised Statutes §§ 28-7901 through 28-7915) and the State rules (R17-3-701 and R17-3-701.01) provide that the Arizona Department of Transportation must regulate any sign that is within view of, directed at, and intended to be read from the main traveled way of a controlled highway. (A controlled highway is any highway that is part of the National Highway System along with specific State routes. The South Mountain Freeway would be both a State route and part of the National Highway System.)</p> <p>While the Arizona Court of Appeals did decide in November 2011 that electronic billboards violate the 1970 Arizona Highway Beautification Act, a new law was passed by the State Legislature that banned such billboards in much of the state but allowed them in most of Maricopa County and parts of Pinal, Yuma, and La Paz counties. Weeks later, the Phoenix City Council created a zoning ordinance to regulate such billboards on city streets and highways. Chapter 7, Section 705, of the Zoning Ordinance of the City of Phoenix does not permit billboards to occupy public property or to extend across a property line where such property line borders a public highway. Electronic messages are permitted only on land zoned as commercial or industrial or zoned as a nonresidential use in Residential Districts. Under current zoning, this eliminates most, if not all, of the land along the E1 Alternative. Such signs might be permissible along portions of the W59 Alternative. Such signs may not be illuminated between 11 p.m. and sunrise "when (1) located within one hundred fifty (150) feet of Single Family Residential zoned property and (2) visible from such development or property."</p> <p>Erection and operation of any billboards on Gila River Indian Community land would be subject to regulation by the Gila River Indian Community.</p>

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 Craig Warren Projects Comments in opposition to South Mountain Freeway Monday, May 27, 2013 12:45:09 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>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>The proposed freeway would cause more problems than it would solve and would provide only short-term congestion relief. ADOT needs to focus instead 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>4</div><div>5</div>The freeway would have very detrimental effects on our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, and valuable public spaces will be lost. The freeway would set a terrible precedent by demolishing what should remain a protected area.</div><div><div>6</div>The freeway would also exacerbate urban sprawl forcing Valley residents to remain vehicle-dependent, and increase residents tax burden in order to support infrastructure so that others can live farther and farther from a city center.</div><div><div>1</div>Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</div><div>Sincerely, Mr. Craig Warren 7857 W Crocus Dr Peoria, AZ 85381-8526 (623) 878-3189</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	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	Biology, Plants, and Wildlife	

Code	Comment Document

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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.

Code	Comment Document
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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 Draft Environmental Impact Statement pages 4-16 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	Section 4(f) and Section 6(f)	

Code

Comment Document

From: [Projects](#)
To: [ADOT](#)
Subject: FW: Support
Date: Monday, May 20, 2013 8:36:26 AM

-----Original Message-----
From: Sheila Watowa [<mailto:osheilafreedom2010@me.com>]
Sent: Friday, May 17, 2013 8:55 PM
To: Projects
Subject: Support

Yes

OSheila Watowa@ gmail.com

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1		Comment noted.

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	<div><div><div><div><div></div><div>From: Ravi Watts</div><div>To: Projects</div><div>Subject: Not too late to comment on the South Mountain DEIS I hope</div><div>Date: Wednesday, July 24, 2013 4:37:36 PM</div></div></div><div></div></div></div>
	<p>Good afternoon,</p> <p>I would just like to say that a 900+ page study is not really public friendly, and this is coming from someone who is familiar with reading research publications on the daily. My name is Ravi Raj Watts, and I live in Laveen. Having switched my standpoint from 2002 (pro-202) to where I am now, currently in opposition, I feel like there is not enough justification for this proposed freeway through the preservation/reservation. Sure, projected growth by 2035 is estimated to be large, and with it comes more roadway congestion, but I think the greater issue is an inappropriate amount of vehicles/motorists.</p> <p>Why does every single commuter require their own vehicle in Phoenix? Surely there are some families and carpools from neighborhoods to workplaces, but the majority of traffic and congestion could be easily avoided if the public took mass transportation more seriously. Rather than destroy a natural habitat that is the south mountain preserve with an immense freeway, we should implement better public transportation.</p> <p>That is my brief comment Sincerely, Ravi Raj Watts</p>
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Code	Issue	Response
1	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Purpose and Need	

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Code

Comment Document

From: [Rusty Crerand](#)
To: [ADOT](#)
Subject: Loop 202 comment S. Mt. #1315562770
Date: Wednesday, June 05, 2013 7:28:58 AM
Attachments: [image001.png](#)

6/4/2013 5:22:53 PM

Just wanted to put my two-cents in that I'm appalled at this horrible undertaking and how bad it will affect the environment!! PLEASE STOP this!!

Melissa Weaver
mlsswvr@aol.com

Rusty Crerand
Constituent Services Officer

206 S. 17th Ave.
MD 118A Room 101
Phoenix, AZ 85007
602.712.7856
dcrerand@azdot.gov

The logo for ADOT Communications. It features the letters "ADOT" in a bold, sans-serif font. The "A" is purple, "D" is green, "O" is blue, and "T" is red. Below "ADOT" is the word "Communications" in a smaller, black, sans-serif font.

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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 Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

Code	Comment Document
	<p>From: webmaster@azmag.gov [mailto:webmaster@azmag.gov] Sent: Tuesday, June 04, 2013 5:25 PM To: MAG General Mailbox Subject: South Mountain</p> <p>Subject: South Mountain</p> <p>To: Maricopa Association of Governments</p> <p>Name of Sender: Melissa Weaver Email Address: mlsswvr@aol.com Organization: Self City/State: phoenix, AZ Phone: 6029430180</p> <p>Sent: 6/4/2013 5:25:01 PM</p> <p>PLEASE DON'T do this freeway "fiasco" - it will do so much harm and it's a waste of \$'s!!!</p> <hr/> <p>This email has been sent to you from the MAG Website.</p>

1

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 Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

Code	Comment Document
	<div>4271</div> <div><div><div>1</div><div>THE FACILITATOR: Thank you. Jim Vaaler.</div></div><div><div>2</div><div>MR. VAALER: Yeah, thank you for the</div></div><div><div>3</div><div>opportunity to speak, just got basically two words</div></div><div><div>4</div><div>for you, no-build. I think the purpose and need for</div></div><div><div>5</div><div>this freeway is outdated. I think you could improve</div></div><div><div>6</div><div>existing infrastructure and use mass transit in place</div></div><div><div>7</div><div>of this freeway.</div></div><div><div>8</div><div>My other concern is the intrusion this</div></div><div><div>9</div><div>potential freeway would have on South Mountain Park.</div></div><div><div>10</div><div>I think you set a very bad precedent by proposing to</div></div><div><div>11</div><div>build it in the park. Any deletion from the park, I</div></div><div><div>12</div><div>mean, 30 acres is unacceptable. Those are the two</div></div><div><div>13</div><div>points I'd like to make.</div></div><div><div>14</div><div>Thank you.</div></div><div><div>15</div><div>THE FACILITATOR: Thank you.</div></div><div><div>16</div><div>Anybody who would like to speak, please go</div></div><div><div>17</div><div>out and register at the registration table. We'd be</div></div><div><div>18</div><div>happy to hear you.</div></div><div><div>19</div><div>Larry Weeks. Larry, could I ask you to go</div></div><div><div>20</div><div>to this microphone, please. Trying to do it equally</div></div><div><div>21</div><div>for the court reporter.</div></div><div><div>22</div><div>MR. WEEKS: Good afternoon, my name is</div></div><div><div>23</div><div>Larry Weeks. I'm in the 85048 zip code, specifically</div></div><div><div>24</div><div>in the Lakewood and Ahwatukee area. And my concerns</div></div><div><div>25</div><div>are the increase in noise and increase in pollutants</div></div></div> <div><div>1</div><div>2</div></div> <div>Page 100</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</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	<div><p>1 that are expected by vehicles that will traverse in</p><p>2 that area. Also, as a resident of the Lakewood area</p><p>3 I'm concerned about the elementary school in the</p><p>4 Lakewood area, and the high school in that area,</p><p>5 although we've capped at 32nd Street. What will</p><p>6 happen, then, is the folks from 24th Street through</p><p>7 40th Street will head east to 40th down Chandler</p><p>8 Boulevard, increasing traffic flow.</p><p>9 Also, the parents that drop off at Desert</p><p>10 Vista will begin to use the Lakewood community more</p><p>11 frequently to short-cut their way past the elementary</p><p>12 school to 40th Street, so I project a bottleneck</p><p>13 happening at 40th Street and Chandler Boulevard. I</p><p>14 see an increase in traffic, local traffic, coming</p><p>15 from the 24th Street, 32nd Street areas up to 40th</p><p>16 Street backing up to Chandler Boulevard. And</p><p>17 Chandler Boulevard, the morning commute is backed up</p><p>18 now, and as folks make decisions whether or not to</p><p>19 take the 48th Street arterial routes or try to make</p><p>20 their way to the 10. So if the 202 is an alternative</p><p>21 for the folks going downtown, I don't really see</p><p>22 them, you know, they're going to have to make some</p><p>23 decisions as to whether or not to go all the way down</p><p>24 to 59th or 51st, and then cut back to downtown.</p><p>25 so -- but my main concern is the increased traffic in</p></div> <div>Page 101</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response
3	Traffic	The determination to not include an interchange at 32nd Street was made in coordination with the City of Phoenix. 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. At the same time, the City conducted a traffic circulation study to evaluate the impacts of the freeway (and the removal of an access point at 32nd Street) on the local street system. The City study found no adverse effects on the local street system from the proposed freeway (see Appendix 3-1 in the Final Environmental Impact Statement).

Code	Comment Document
	<div><div></div><div><div>1the Lakewood community area.</div><div>2That's it.</div><div>3THE FACILITATOR: Thank you.</div><div>4Patricia Weeks.</div><div>5MS. WEEKS: All right. Actually, I just</div><div>6wanted to expound upon what my husband said. And my</div><div>7concern is the fact that you're closing off 32nd</div><div>8Street off of Pecos, off the 202. The concern, just</div><div>9to elaborate a little further, is specifically off of</div><div>10Fry Road and Liberty, and the amount of traffic that</div><div>11will be going through that Lakewood area. Right now</div><div>12we have concerns where there is an elementary school</div><div>13in that area, and there is police officers there to</div><div>14try and slow down traffic.</div><div>15And the quantity of traffic is what my</div><div>16concern is, because it's just a complete loop in that</div><div>17Lakewood area. Like to just kind of make sure that</div><div>18maybe there's some type of provisions that are made,</div><div>19maybe, to eliminate some of that traffic. Please</div><div>20consider that. Thank you.</div><div>21THE FACILITATOR: Thank you.</div><div>22If anybody out here would like to speak,</div><div>23please go out and register at the front desk here and</div><div>24then come on back in.</div><div>25Your attention, please. This is the first</div></div></div> <div><div>Page 102</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Comment Document
1	<p>4272</p> <div><p>1 the Lakewood community area.</p><p>2 That's it.</p><p>3 THE FACILITATOR: Thank you.</p><p>4 Patricia Weeks.</p><p>5 MS. WEEKS: All right. Actually, I just</p><p>6 wanted to expound upon what my husband said. And my</p><p>7 concern is the fact that you're closing off 32nd</p><p>8 Street off of Pecos, off the 202. The concern, just</p><p>9 to elaborate a little further, is specifically off of</p><p>10 Fry Road and Liberty, and the amount of traffic that</p><p>11 will be going through that Lakewood area. Right now</p><p>12 we have concerns where there is an elementary school</p><p>13 in that area, and there is police officers there to</p><p>14 try and slow down traffic.</p><p>15 And the quantity of traffic is what my</p><p>16 concern is, because it's just a complete loop in that</p><p>17 Lakewood area. Like to just kind of make sure that</p><p>18 maybe there's some type of provisions that are made,</p><p>19 maybe, to eliminate some of that traffic. Please</p><p>20 consider that. Thank you.</p><p>21 THE FACILITATOR: Thank you.</p><p>22 If anybody out here would like to speak,</p><p>23 please go out and register at the front desk here and</p><p>24 then come on back in.</p><p>25 Your attention, please. This is the first</p></div> <p>Page 102</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. 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. At the same time, the City conducted a traffic circulation study to evaluate the impacts of the freeway (and the removal of an access point at 32nd Street) on the local street system. The City study found no adverse effects on the local street system from the proposed freeway (see Appendix 3-1 in the Final Environmental Impact Statement).

Code	Comment Document
	<div>4293</div> <div><div>1better because you already have connections.</div><div>2The 59 gives the Laveen community a way to</div><div>3get to the main freeway so they can go to downtown</div><div>4Phoenix or to the west regardless of where they</div><div>5live in Phoenix. So 59 is more involved for the</div><div>6living community to connect to downtown and the</div><div>7rest of the city.</div><div>8On top of that, to me it feels like there is</div><div>9no freeway connecting Laveen into any of the city.</div><div>10So I think this might allow us to connect to the</div><div>11city a lot better, to let us bring our ideas to</div><div>12the city, commute back and forth.</div><div>13I guess that's all I have.</div><div>14***</div><div>15</div><div>16PATRICIA WEEKS: Our concerns are once</div><div>17they close off 32nd Street off of Pecos and 32nd</div><div>18Street, the road that goes from Frye off of 32nd</div><div>19Street into the Lakewood subdivision and out</div><div>20through --</div><div>21LARRY WEEKS: -- will be used to bypass</div><div>22Chandler Boulevard getting to 40th Street to get</div><div>23to the freeway on the 202 and the Briarwood exit.</div><div>24PATRICIA WEEKS: That's one of the concerns.</div><div>25LARRY WEEKS: The other concern is there is</div></div> <div><div>1</div><div></div></div> <div>Page 6</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

Code	Issue	Response
1	Design	The determination to not include an interchange at 32nd Street was made in coordination with the City of Phoenix. 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 freeway (and the removal of an access point at 32nd Street) on the local street system. The City study found no adverse effects on the local street system from the proposed freeway (see Appendix 3-1 in the Final Environmental Impact Statement). 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.

Code	Comment Document
	<div><div></div><div><div>1an elementary school in the Lakewood subdivision</div><div>2and we will see an increase in traffic.</div><div>3PATRICIA WEEKS: And currently there are</div><div>4police officers there to make sure people are</div><div>5slowing down just with the roads open right now.</div><div>6LARRY WEEKS: So there's already things</div><div>7going on in the Lakewood area that is going to</div><div>8increase with this capping of the on-ramp at 32nd</div><div>9Street.</div><div>10The other thing is we'd like to know what</div><div>11the projected increased volume of vehicles will be</div><div>12on 40th Street and Chandler Boulevard once the</div><div>13project is complete. So moving east on Chandler</div><div>14and south on 40th Street as they make their way</div><div>15down the ramp to the new 202.</div><div>16And then I don't know if we pose it as a</div><div>17question, but what provisions have they made as</div><div>18far as to eliminate the traffic that may go</div><div>19through the subdivision, which is the Lakewood</div><div>20subdivision, once they close off 32nd.</div><div>21It would be nice to close Frye Road too.</div><div>22</div><div>23* * * *</div><div>24(The proceedings concluded at 8:00 p.m.)</div><div>25</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

4412

1 Mike Franklin, I live in South Tempe. South Mountain is
2 the place I go hiking most, because it takes less
3 gasoline for me to get there. There are parts of South
4 Mountain that kind of take you out of the city, and there
5 aren't too many places you can go to around here like
6 that. It's always interesting to find new discoveries,
7 there's lots of petroglyphs, it's unique. It won't be
8 unique if the west end is chopped off with eight lanes of
9 traffic, polluting the air, making it noisy, totally
10 destroying the natural experience of being up in the
11 mountains. To do this, to take about five percent of the
12 traffic or whatever it is off of the interstate just
13 doesn't seem worth it to me.

14 I think once you've -- the oil production gets
15 down we're going to have to find better ways of
16 transportation or we're going to get stuck with this
17 expanse of asphalt there forever, at least during my
18 life. And I vociferously disagree with that tact of
19 moving traffic, it's kind of a 20th-century solution to a
20 21st-century problem. That's what I have to say.

21 THE FACILITATOR: Thank you.

22 Patricia Weeks.

23 MS. WEEKS: Hello. Actually, I just want to
24 expound upon what my husband said. Can you guys hear me?
25 Can you hear me?

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
12	<div><div><div>Ruth Claire Weintraub</div><div>Document Created: 7/17/2013 8:47:12 AM by Web Comment Form</div></div><div>Arizona - Phoenix, in fact all the USA - needs sustainable transit, not more accommodation for cars and trucks. I would like to see the country come to grips with reality. When can that come to pass, please?</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, Lack of Support	

Code	Comment Document
	<div><div><div>1</div><div>2</div><div>3</div></div><div><p>From: Steve Weiss To: Projects Subject: I oppose Loop 202 extension Date: Wednesday, July 24, 2013 12:10:12 PM</p><hr/><p>To whom it may concern,</p><p>I want to be put on record as being opposed to the Loop 202 extension as currently proposed.</p><p>If we can learn anything from the Great Recession, it's that pursuing policy that extends urban sprawl is reckless and short-sighted. Adding more freeways and extensions only exacerbates the current situation, it will not improve it, and it is potentially harmful to both the Gila River Community and South Mountain Park.</p><p>Steve Weiss 2938 North 15th Drive Phoenix AZ 85015</p><p>-- Steve Weiss Candid Landscapes Photography-Arizona and the Southwest 602-265-9524 http://www.candidlandscapes.com Fine Art Portfolio http://www.candidlandscapes.carbonmade.com</p></div></div>

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	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	Section 4(f) and Section 6(f)	

Code	Comment Document
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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	Alternatives, Gila River Indian Community Alignment	

Code	Comment Document
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Code

Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 7/24/13	INCOMING CALL TIME: 9:45 AM
CALLER: CARL WELKS	CALLER ADDRESS: 8447 WEST MINNESOTA, PHOENIX, ARIZONA 85037
PHONE:	EMAIL:

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

1

Code	Issue	Response
1		Comment noted.

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Code	Comment Document
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(Comment codes begin on next page)

Code	Issue	Response

Code	Comment Document
1	<p>It's hard to believe that we are still attempting to build freeways based on the old Wilbur Smith Report of 30 years ago. I thought the Paradise Freeway, which was stopped by Governor Symington, would be the final chapter of that report.</p>
2	<p>All the alternatives presented here result in the loss of some of the South Mountain Preserve. No alternatives have been explored that don't have this result. This concerns me. The so called "alternatives" W101, W71, or the Recommended Alternative, are not very relevant. All alternatives leave 140,000 vehicles a day on our crowded, polluted freeways.</p> <p>Some of ADOT's other studies are more helpful. May I refer you to the ADOT Passenger Rail Corridor Study of December 2012. This provides some REAL alternatives. The study concepts of the red and green routes connecting all the way from Avondale to LA could be the beginning of something big – a high speed rail line connecting our two largest cities and the jump-start of a high speed connection from Avondale to Los Angeles. All we need is more money!</p> <p>The billions that would be spent on more freeways might be better spent on mass transit. Mass transit will take more cars off the freeways, and will be the wave of the future.</p> <p>Frank Welsh Phoenix .AZ</p>
3	
4	
5	
6	

Code	Issue	Response
1	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Section 4(f) and Section 6(f)	
3	Alternatives, E1 Alternative	
4	Alternatives	Many alternatives were considered to avoid having to alter the South Mountains. These are discussed in the Final Environmental Impact Statement in Chapters 3 and 5. South Mountains Avoidance Options is the subheading on page 3-13 where these discussions begin. Table 3-5, on page 3-12, summarizes alternatives such as using Ray Road, extending U.S. Route 60, tunneling through the South Mountains, and bridging the South Mountains. The latter two are described on pages 3-16 and 3-17 and in text that begins on pages 3-13 and 5-20. The reasons these alternatives were eliminated are made clear.
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	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>Juanita Welsh</div><div>Document Created: 7/16/2013 12:28:34 PM by Web Comment Form</div><div>I have been studying the South Mountain Freeway Alternatives for years now. I voiced my opinions when the first public meetings took place. I do not understand why developers would want to merge the SMF at the 59th Ave junction. The grid lock now at rush hours traveling West is a mess. It makes no sense to add to this by merging the SMF at this point. The most logical option is the W101 Alternative Central Option. AT this juncture traffic can go North, East or West. At the 59th juncture the options are only West or East.</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>Estudio de la Autopista South Mountain LOOP 202</div><div>2013</div><div>Reporte Del Impacto Ambiental FORMULARIO DE COMENTARIOS</div><div><div>Comentarios Adicionales:</div><div><div>1</div><div>I WOULD APPRECIATE YOUR RECONSIDERATION OF THE PLAN TO BUILD THE SOUTH MOUNTAIN FREEWAY. WE HAVE SPECIFICALLY CHOSEN TO LIVE IN AHWATUKEE BECAUSE OF ITS RELATIVE REMOTENESS AND QUIET LIFESTYLE. I FEAR THAT THE PROPOSED FREEWAY WILL DO MORE HARM THAN GOOD OVERALL.</div></div><div><div>2</div><div>3</div><div>4</div><div>5</div><div>- ENVIRONMENTAL HARM: THE NOISE AND DESTRUCTION OF A PORTION OF SOUTH MOUNTAIN PARK, THE DISPLACEMENT OF WILDLIFE, AND THE ADDED POLLUTION ARE ALL TERRIBLE EFFECTS OF THIS PLAN.</div></div><div><div>6</div><div>7</div><div>- SAFETY HARM: THE PLACEMENT OF THE FREEWAY IS CLOSE TO EXISTING HOMES AS WELL AS THE KEYSTONE MONTESSORI SCHOOL. THE USE OF TRUCKS (WHICH WILL UNDOUBTEDLY OCCUR) ALONG THIS ROUTE TO BYPASS I-10 POSES ANOTHER GRAVE DANGER CONSIDERING MANY OF THOSE TRUCKS CARRY HAZARDOUS MATERIALS.</div></div><div><div>1</div><div>8</div><div>5</div><div>QUALITY OF LIFE HARM: MANY PEOPLE SPECIFICALLY MOVE TO AHWATUKEE TO LIVE APART FROM THE HURRIED AND CROWDED ATMOSPHERE OF THE CITY AND NEARBY INDUSTRIAL AREAS. THE NOISE POLLUTION FROM GREATLY INCREASED TRAFFIC, THE VISUAL POLLUTION FROM THE UNSIGHTLINESS OF A FREEWAY (CLEARLY VISIBLE FROM THE BEAUTIFUL SOUTH MOUNTAIN TRAILS), AND THE CONCENTRATION OF EXHAUST POLLUTION WILL ALL HAVE DELETERIOUS EFFECTS ON THE OVERALL QUALITY OF LIFE IN THE AREA.</div></div><div><div>9</div><div>1</div><div>I URGE YOU TO NOT BUILD THE SOUTH MOUNTAIN FREEWAY. THIS ACT WILL RUIN THE QUALITY OF LIFE WE HAVE ALL SOUGHT OUT IN THIS COMMUNITY.</div></div></div><div><div>ADOT TRACS No.: 2021 MA 054 H5754 01L • Federal-aid Project No.: NH-202-D(ADY)</div><div>13-150</div><div><div>ADOT</div><div>U.S. Department of Transportation Federal Highway Administration</div><div>PARA MÁS INFORMACIÓN: azdot.gov/SouthMountainFreeway</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 Draft Environmental Impact Statement pages 4-16 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	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	Section 4(f) and Section 6(f)	
4	Biology, Plants, and Wildlife	
5	Air Quality	
6	Purpose and Need, Truck Bypass	
7	Hazardous Materials	
8	Visual Resources	Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-170 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.
9	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
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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. _____

Comments on other side →

Opcional

Nombre David Wenger Correo Electrónico dwyenger@t@gmail.com

Dirección 730 E. MOUNTAIN SAGE DRIVE

Ciudad PHOENIX Estado AZ Código Postal 85048

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 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)
13-150

PARA MÁS INFORMACIÓN:
azdot.gov/SouthMountainFreeway

Code	Issue	Response

Code	Comment Document
	<div><div><div><div><div></div><div>From: Projects</div><div>To: ADOT</div><div>Subject: FW: Comments in opposition to South Mountain Freeway</div><div>Date: Wednesday, May 29, 2013 8:26:08 AM</div></div></div><div></div></div></div> <div><div>-----Original Message-----</div><div>From: Sierra Club [mailto:information@sierraclub.org] On Behalf Of Sam Wercinski</div><div>Sent: Tuesday, May 28, 2013 5:00 PM</div><div>To: Projects</div><div>Subject: Comments in opposition to South Mountain Freeway</div></div> <div><div>May 28, 2013</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>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>More commitments by politicians broken.</div><div>South Mountain Park is the largest city park in our nation and 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>Taxpayers flip the bill for urban sprawl and developers' profits.</div><div>This newest freeway will force residents to remain vehicle-dependent while we pay for roads that developers and home builders can use to gain more profit through more construction. Residents are pushed farther and farther from a city center.</div><div>Building more roads is not the answer.</div><div>ADOT needs to focus on planning for and investing in long-term transportation solutions, especially rail and other 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>Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Use the tax dollars that would be spent on this project to expand light rail in the metro area and high speed rail between PHX and Tucson. Thank you.</div><div>Sincerely,</div><div>Mr. Sam Wercinski</div><div>5937 E Cheney Dr</div><div>Paradise Valley, AZ 85253-3575</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	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 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.
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	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
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.

Code	Comment Document

Code	Issue	Response
5	Construction	Issues with pests are not assessed in the Draft Environmental Impact Statement. Temporary construction impacts are discussed on Draft Environmental Impact Statement page 4-173.
6	Air Quality	At this time, the mitigation measures do not include funding to assist schools with improvements to air filtration systems.
7	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.
8	Design	No bridges are proposed to connect the proposed freeway to Desert Foothills Parkway. Embankment material would be used to construct the on- and off-ramps at Desert Foothills Parkway.
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

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 6/15/13	INCOMING CALL TIME: 1:17 PM
CALLER: TEX WESTIN	CALLER ADDRESS:
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

Yes, hello - I really do support the South Mountain freeway. [UNCLEAR] like all those Mexicans congestion to I-10, so I do support the 202. This message was brought to you in part by (HIS NAME).

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: Sierra Club on behalf of Terry Whitaker To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Monday, May 27, 2013 6:14:18 PM</p>
	<p>May 27, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>2 The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit (e.g. expanding the rail). The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.</p> <p>3</p> <p>4 South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.</p> <p>5</p> <p>6 The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.</p> <p>7</p> <p>8 The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.</p> <p>1 Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</p> <p>Sincerely,</p> <p>Mr. Terry Whitaker 2678 E Lines Ln Gilbert, AZ 85297-8136</p>

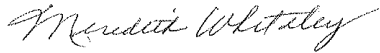
Code	Issue	Response
1	Alternatives, No-Action (No-Build) Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted 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
	Caleb Whitaker	Document Created: 7/22/2013 10:34:55 AM by Web Comment Form
1	<p>I understand that the "carrot orange" coloring on the tail of the male Desert Chuckwalla (<i>Sauromalus ater</i>) is unique to South Mountain. Hasn't this been identified as a separate species or sub-species? Why was this not mentioned in the Draft EIS? The EIS made it sound as if the Chuckwallas found on South Mountain were the same as any others found in the Southwest. I do not believe this to be the case. The Chuckwalla population found on South Mountain is unique and deserving of special protection. It cannot be found anywhere else, and the freeway will significantly disturb its habitat.</p>	
2	<p>I do not support the freeway for this and many other reasons. The freeway may have been a good idea thirty plus years ago, but in the meantime a large community has grown up in the proposed route. It would be a shame to ruin this fine community, especially when there is so much open land to the south. If the Gila River Indian Community will not allow the freeway on tribal land, then another route should be found even further to the south. The freeway should be directed away from people and homes, not right in the backyard of tens of thousands of people. There are other and better options.</p>	
3		
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Code	Issue	Response
1	Biology, Plants, and Wildlife	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p> <p>The coloring of the male common chuckwalla is unique to the South Mountains; however, it is one of two color patterns and is not a separate species or subspecies (see Arizona Game and Fish Department's abstract for the common chuckwalla). The color pattern for the common chuckwalla was not mentioned in the Draft Environmental Impact Statement because that was not relevant to the study.</p>
2	Purpose and Need, Old Plan or Use of Old Data	<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	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 Draft Environmental Impact Statement pages 4-16 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	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> <p>Alternatives even farther south have been considered, such as an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Draft Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the purpose and need from the proposed action as part of a regional transportation network and, therefore, it was eliminated from further consideration.</p>

Code	Comment Document
	<p>WESLEY & MEREDITH WHITELEY 1644. E. Briarwood Terr. Phoenix, AZ 85048 480 460 0749 July 18, 2013</p> <p>ADOT Loop 202, South Mountain Freeway Study 1655 W. Jackson Street MD 126F Phoenix, AZ 85007</p> <p>1 Please register our strong opposition to the Loop 202 plan along Pecos Rd. We are long-time citizens of the Valley, we are informed, and we vote. We have not joined PARC for the sole reason that we cannot give out our e-mail address, but we support their efforts. Do not cast aside this letter or our voice.</p> <p>Sincerely,  Meredith Whiteley</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.

From:

To:

Subject:

Date:

[Projects](#)

[ADOT](#)

FW: South Mountain Freeway Comment

Wednesday, July 24, 2013 10:14:22 AM

Thank you,

Salina Tovar

Community Relations Officer

1655 W. Jackson St.

MD 126F, Room 170

Phoenix, AZ 85007

602.712.4629

[azdot.gov](#)

ADOT

Communications

From:

Sent:

To:

Subject:

Doug Whitfield [mailto:dougwhitfield@teamtechinc.net]

Wednesday, July 24, 2013 10:13 AM

Projects

South Mountain Freeway Comment

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I have many questions pertaining to the proposed South Mountain Freeway. One of the most important is that of the current level of pollution that is already being experienced along the proposed route. What, if anything, is going to make this current situation any better by adding thousands of vehicles passing through this area on a new route around the city? On just about many given day when an inversion layer is present, you can see the brown air in the area with the mountains as a backdrop. How can anyone with any level of intelligence say that this situation will improve with a major highway added into the mix? This pollution tends to sit in the area until there is a strong enough air flow to push that dirty air out of the area, which takes weeks to happen in most cases.

2

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No matter if above ground, at ground, or below ground, the same issue is present and needs to be addressed with a plan. With the use of alternative fuels by fleets on the rise, why couldn't the route be restricted to alternative fuel vehicles, much like the HOV lane is today on existing highways. This would have minimal impact on the environment along the existing route, take advantage of the current trends in alternative fuels, and allow for a speedy alternative for those vehicles qualifying to use such a route.

Thanks

Doug Whitfield

14602 S. 8th Street

Phoenix, AZ 85048

Code	Comment Document
	<div>480-460-1845 © 480-263-0643 Dougwhitfield@teamtechinc.net www.dentacareusa.com</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

5047

1 MR. WHITMAN: I'm just against it. I've been
2 against it, and I just feel like a lot of people are. And I
3 just don't want it to happen.
4 I mean, it's impacting our community a lot. And on
5 the video, it just seems like they are more concerned about
6 other historic places, in different towns and stuff, but little
7 interest in ours and did whatever they wanted. So that's
8 basically it. That's basically it.
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Page 2

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

Code	Issue	Response
1	Cultural Resources	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p> <p>The Preferred Alternative for the proposed freeway was designed to avoid historic buildings determined eligible for listing in the National Register of Historic Places; thus, none would be destroyed by the project. (See Draft Environmental Impact Statement page 4-132 [Table 4-47] and pages 3-25 and 3-26.)</p>

Code	Comment Document
<div><div>1</div><div>2</div><div>3</div><div>4</div></div>	<div><div>Cyndi Whitmore</div><div>Document Created: 7/12/2013 2:47:14 PM by Web Comment Form</div><div>No, no, no. This freeway will not produce long term relief to traffic congestion and will only worsen air quality. More freeways are not the answer. Carving up more of our desert is not the answer.</div></div>

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>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>
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>Federal regulations stipulate that an environmental impact statement shall “rigorously explore and objectively evaluate all reasonable alternatives” (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No-Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the <i>Regional Transportation Plan</i> and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.</p>
4	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
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Code	Comment Document
	<div><div><div>1</div><div>2</div><div>3</div><div>4</div></div><div><div>Cliff Wilkinson</div><div>Document Created: 5/28/2013 6:18:58 AM by Web Comment Form</div><div>I support the "No Build" option.</div><div>The cost is just too high and Sierra club lists this as the worst project for transportation environmentally and essentially relocates Indigenous peoples and destroys their sacred sites.</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	Sierra Club Report	The Arizona Department of Transportation and the Federal Highway Administration respectfully disagree with the referenced Sierra Club Report. As noted in the Final Environmental Impact Statement, when compared with the No-Action Alternative, the Preferred Alternative would result in less energy consumption (page 4-172), regional improvements to air quality (page 4-74) that would be expected to produce health benefits, and economic benefits of reducing regional traffic congestion (page 4-65), and would be consistent with local and regional long-range planning efforts (page 4-18).
3	Acquisitions and Relocations	No residences on Gila River Indian Community land would be acquired and no relocations of people living on Gila River Indian Community land would occur.
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.

Code	Comment Document
	<div><div><div><div><div></div><div>From: Rusty Crerand</div><div>To: ADOT</div><div>Subject: No S. Mountain Freeway #1315503651</div><div>Date: Tuesday, June 04, 2013 8:04:16 AM</div><div>Attachments: image001.png</div></div></div><div><div>6/4/2013 12:46:09 AM</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>1</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>2</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>3</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>4</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>5</div><div>Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</div></div><div><div>6</div><div>Sincerely, Cliff Wilkinson cliff_jason_wilkinson@yahoo.com</div></div><div><div>7</div><div><div>Rusty Crerand</div><div>Constituent Services Officer</div><div>206 S. 17th Ave.</div><div>MD 118A Room 101</div><div>Phoenix, AZ 85007</div><div>602.712.7856</div><div>dcrerand@azdot.gov</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
	<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
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><p>From: Projects To: ADOT Subject: FW: ADOT Loop 202 South Mountain Freeway Date: Tuesday, May 14, 2013 9:48:43 AM</p><hr/><p>From: Christian M. Williams [mailto:ceemoaz@gmail.com] Sent: Monday, May 06, 2013 1:49 PM To: Projects Subject: ADOT Loop 202 South Mountain Freeway</p><p>I am in favor of extending Loop 202 along the Pecos Road alignment as this has been planned since the 1980s. Let's not waste any additional money or time. Let's just finish what we have started. Pecos Road makes the most sense.</p><p>Thank you,</p><p>Christian Williams 10370 W Sands Dr Peoria, AZ 85383</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><p>From: Projects To: ADOT Subject: FW: Loop 202 thru Laveen! Date: Monday, May 20, 2013 8:30:07 AM</p><hr/><p>-----Original Message----- From: Amy Williams [mailto:kennyandamy@q.com] Sent: Saturday, May 18, 2013 10:22 AM To: Projects Subject: Loop 202 thru Laveen!</p><p>YES!!!! We are Laveen residents and want that freeway! Please speak for us in Laveen and make this happen!!!! Thank you!!</p><p>Amy Williams</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>LOOP 202 <i>South Mountain</i> Freeway Study</div><div>2013</div><div>Draft Environmental Impact Statement COMMENT FORM</div><div>Additional Comments: LET'S BUILD THIS FREEWAY. CONSIDER THIS A VOTE OF SUPPORT</div><div>-CHRIS WILLIAMS</div><div>85045</div><div>ADOT TRACS No.: 2021 MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADW)</div><div>ADOT 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

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 SUPPORT THE PROJECT. IT WILL GREATLY ASSIST
 REGIONAL TRAFFIC AND REDUCE CONGESTION THROUGH
 CENTRAL/METRO PHOENIX

Optional

Name ELISAH WILLIAMS Email _____

Address _____

City MESA State AZ 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 HS764 01L • Federal-aid Project No.: NH-202-D(ADY)

13-190

ADOT

U.S. Department of Transportation
Federal Highway
 Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

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: 2:31 PM
CALLER: CAROLEE WILLIAMS	CALLER ADDRESS: 5202 E. PARADISE LANE, SCOTTSDALE, ARIZONA 85254
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

I do support the addition of the new freeway, South Mountain Freeway.

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
------	------------------

4252

1 us up to all of the Valley, and also help us to stay
2 and keep our dollars in Phoenix as well.

3 Thank you so much. And appreciate your
4 time.

5 THE FACILITATOR: Thank you, Ms. Herring.
6 Our next speaker is Ethel Williams.
7 Welcome, Ms. Williams, you have three
8 minutes.

9 MS. WILLIAMS: Thank you. Thank you for
10 hearing me, and thank you for being here. Thank you
11 for addressing our problems that we're having in the
12 Laveen community. I know that these improvements
13 will help the whole community and the surrounding
14 communities.

15 Mainly, I moved to Laveen after my
16 daughter, who just spoke, and my son, and her
17 mother-in-law moved to Laveen, because everything
18 looked promising, and we thought it would be a very
19 good move to help improve some of the things that are
20 going on in our surrounding areas in the City of
21 Phoenix area.

22 But I think that this will bring a lot of
23 help to us, as far as accidents are concerned,
24 because, like she said, the traffic problems are
25 horrendous during the rush hours. And for my

Page 73

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

Code	Issue	Response
1		Comment noted.

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

Code	Issue	Response

Code Comment Document

4351

1 I-10 plugs up, they all hit the surface streets, and
2 the surface streets from South Phoenix to Laveen just
3 get jammed up. A lot of accidents are starting to
4 happen, more serious accidents than ever before.

5 So I am in favor of building the freeway. I
6 have been in the path of the freeway since '85 when it
7 was designed, and we voted for it in '86. And we are
8 still waiting to see whether this is going to be built
9 or not. But I would strongly suggest that the freeway
10 be built.

11 Thank you very much.

12 ANONYMOUS: Well, we are for it, wish it
13 would happen. I have been following it since 1985.
14 Nothing has happened that we can see. And I live on
15 51st, off of 51st Avenue. And right now the traffic is
16 horrendous. Two miles down south of where I live, the
17 Vee Quiva will open its new phase in July with seven
18 restaurants and a resort, which they don't have right
19 now. So it already -- 51st Avenue will be a freeway.
20 And that's our concern.

21 We want the freeway.

22 ETHEL WILLIAMS: The main thing I would like
23 to do is say that my whole family -- not my whole
24 family, but two-thirds of us, three-fourths of us,
25 moved to Laveen because of all the things they promised

Page 7

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

Code	Issue	Response

Code	Comment Document
1	<div>1 to do before we moved in there. One was to build a</div> <div>2 bridge across 67th Avenue at the river.</div> <div>3 And right after we moved in there, I remember</div> <div>4 that bridge was closed by the river. We had no access</div> <div>5 across the river for like -- it might have been four</div> <div>6 months or five months; I can't remember. I got so used</div> <div>7 to it that I wouldn't even think about going across.</div> <div>8 But we do need that freeway, too, which would</div> <div>9 be the W-59 route we are talking about.</div> <div>10 We need a community center. When we first</div> <div>11 moved in there, they had the -- we are seniors; my</div> <div>12 husband and I, we're seniors. When we first moved in</div> <div>13 there, they had the SilverSneakers program at the Cesar</div> <div>14 Chavez High School that they closed down. And we have</div> <div>15 never had any input about what facility we're going to</div> <div>16 use for SilverSneakers since then.</div> <div>17 What else? When I travel from my daughter's</div> <div>18 house to my house, sometimes I take forever getting</div> <div>19 across Baseline just to go -- like if I want to go to</div> <div>20 Fry's. I do live to the right. Sometimes I exit her</div> <div>21 house to go to Fry's or to go to the shopping center on</div> <div>22 51st. And it takes forever. It takes a lot of time</div> <div>23 just to make the turn to get out of that complex, out</div> <div>24 of the complex where they live. And she lives in</div> <div>25 Cottonfields, right there at 56th and Baseline.</div> <div>Page 8</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div></div><div><div><div>1</div><div>We do have a light at 67th, which makes it a</div><div>2</div><div>lot better for us. We didn't have the light for a long</div><div>3</div><div>time. But they did put a light in, I guess, about a</div><div>4</div><div>year or year and a half ago. Which I knew if they did</div><div>5</div><div>that at the place where we exit from her home, it would</div><div>6</div><div>make it a lot better too. They don't have a light</div><div>7</div><div>there. They have one four blocks down the street. And</div><div>8</div><div>we can sit there forever trying to get out of there.</div><div>9</div><div>And I guess that's about it for now. That's</div><div>10</div><div>all I can think about right now.</div><div>11</div><div>Oh, except for the infrastructure. They did</div><div>12</div><div>promise us we were going to have shopping centers and</div><div>13</div><div>other things to make it convenient for us to live in</div><div>14</div><div>that area. And they have never materialized.</div><div>15</div><div>My comments are certainly my own, and they</div><div>16</div><div>may not be many of the other people's.</div><div>17</div><div>DIANNE BARKER: I am a resident, citizen</div><div>18</div><div>resident here in Phoenix and have lived in the Valley</div><div>19</div><div>for over 25 years.</div><div>20</div><div>I was raised in Ohio, The Buckeye State. And</div><div>21</div><div>I do want to thank you for this opportunity to be heard</div><div>22</div><div>and believe I will be considered by ADOT.</div><div>23</div><div>I am favoring no-build scenario. 40 CFR</div><div>24</div><div>1502.4 -- that's federal regulations -- stipulates that</div><div>25</div><div>the Environmental Impact Statement, this EIS, be</div></div></div></div> <div>Page 9</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><div><table><tr><td>INCOMING CALL DATE: 5/18/13</td><td>INCOMING CALL TIME: 4:51 PM</td></tr><tr><td>CALLER: ELIZABETH WILLIAMS PHONE:</td><td>CALLER ADDRESS: 88 W. MYRTLE AVENUE, PHOENIX, AZ 85021 EMAIL:</td></tr><tr><td colspan="2"><div><div>CALLER REMARKS/QUESTIONS:</div><div>Yes, calling to show my support of the South Mountain Freeway. Thank you.</div></div></td></tr></table></div></div></div></div>		INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 4:51 PM	CALLER: ELIZABETH WILLIAMS PHONE:	CALLER ADDRESS: 88 W. MYRTLE AVENUE, PHOENIX, AZ 85021 EMAIL:	<div><div>CALLER REMARKS/QUESTIONS:</div><div>Yes, calling to show my support of the South Mountain Freeway. Thank you.</div></div>	
INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 4:51 PM						
CALLER: ELIZABETH WILLIAMS PHONE:	CALLER ADDRESS: 88 W. MYRTLE AVENUE, PHOENIX, AZ 85021 EMAIL:						
<div><div>CALLER REMARKS/QUESTIONS:</div><div>Yes, calling to show my support of the South Mountain Freeway. Thank you.</div></div>							

Code	Issue	Response
1		Comment noted.

Code	Comment Document									
1	<div><div>TELEPHONE CONVERSATION RECORD</div><div>SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div><table><tr><td>INCOMING CALL DATE: 5/15/13</td><td>INCOMING CALL TIME: 9:21 AM</td></tr><tr><td>CALLER NAME: LELA WILLIAMS</td><td>CALLER ADDRESS: 3302 N. 87TH AVENUE, PHOENIX, AZ 85037</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div><div>CALLER REMARKS/QUESTIONS:</div><div>It is way past time to build that freeway around South Mountain. You need to stop wasting money on these bullshit studies and get to business. Thank you.</div></div><table><tr><td>RESPONSE DATE:</td><td>RESPONSE TIME:</td><td>HDR STAFF INITIAL:</td></tr></table></div>	INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 9:21 AM	CALLER NAME: LELA WILLIAMS	CALLER ADDRESS: 3302 N. 87 TH AVENUE, PHOENIX, AZ 85037	PHONE:	EMAIL:	RESPONSE DATE:	RESPONSE TIME:	HDR STAFF INITIAL:
	INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 9:21 AM								
	CALLER NAME: LELA WILLIAMS	CALLER ADDRESS: 3302 N. 87 TH AVENUE, PHOENIX, AZ 85037								
	PHONE:	EMAIL:								
	RESPONSE DATE:	RESPONSE TIME:	HDR STAFF INITIAL:							

Code	Issue	Response
1		Comment noted.

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>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: 5:29 PM</td></tr><tr><td>CALLER: PATTY WILLIAMS</td><td>CALLER ADDRESS: 1306 W. 11TH STREET, TEMPE, AZ 85281</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div><div><div>CALLER REMARKS/QUESTIONS:</div><div>I do agree with running that freeway through, but I think you should go around that neighborhood out there and around the outskirts of South Mountain so that the sacred area with the Indians is not upset and those houses are not upset and we're not paying millions of dollars to people to move to a different location so we can destroy their homes.</div></div></div></div></div>	INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 5:29 PM	CALLER: PATTY WILLIAMS	CALLER ADDRESS: 1306 W. 11 TH STREET, TEMPE, AZ 85281	PHONE:	EMAIL:
INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 5:29 PM						
CALLER: PATTY WILLIAMS	CALLER ADDRESS: 1306 W. 11 TH STREET, TEMPE, AZ 85281						
PHONE:	EMAIL:						

Code	Issue	Response
1	Alternatives, Gila River Indian Community Alignment	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Neighborhoods/Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
3	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
4	Cultural Resources	

Code Comment Document

From: [Projects](#)
To: [ADOT](#)
Subject: FW: South Mountain Freeway Draft EIS and General Comment
Date: Monday, July 15, 2013 11:01:30 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, sans-serif font below it.

From: Nathan Williams [mailto:natellwilliams@gmail.com]
Sent: Monday, July 15, 2013 11:01 AM
To: Projects
Subject: South Mountain Freeway Draft EIS and General Comment

As a resident of Ahwatukee, I am supportive of the proposed Loop 202 South Mountain Freeway expansion/ construction, in fact I would further request that we begin construction as soon as humanly possible with the proposed 59th Avenue alignment. As resident in the area for many years I have seen this project come and go, it is my suggestion that we simply make it work on our own land, whether we have to buy up houses, Churches etc. I just don't want to waste anymore time or money dealing with the Indian Community any longer. It would appear that they just want to bog the process down with potential options of construction on their land, and then pull out of the options later, so the project never gets constructed even though it would be a huge benefit for their community. If they don't have the foresight to see that, that's fine. Maybe it is difficult for them to see the benefit that the Loop 101 has provided for the Salt River Community. In any case I would think it best to just leave their land out of the equation and if they want future connections to the freeway then they should have to pay for it and it should not be a part of this budget. Let us please move forward with the project and build the freeway already, which is at least a decade overdue. Thank you for your time and consideration.

Sincerely,

Nathan Williams

Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution 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	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.

Code

Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 3:19 PM
CALLER: NANCY WILLIAMS	CALLER ADDRESS: 513 EAST CAROL AVENUE, PHOENIX, ARIZONA 85020
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:
Yes, I support the South Mountain freeway being built. Thank you.

1

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: 4:33 PM
CALLER: LORETTA WILLIS	CALLER ADDRESS: 26307 S. TANGELO AVENUE, QUEEN CREEK, AZ 85142
PHONE:	EMAIL:
CALLER REMARKS/QUESTIONS: I am definitely in support of the South Mountain Freeway and the sooner we get started the better off we will be here in the Valley and the safer those people will be as they come through that massive congestion there at the Tan conversion so let's get started now.	

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div><div>Max Wilson</div><div>Document Created: 5/21/2013 3:44:21 PM by Web Comment Form</div><div>I believe that the proposed changes will dramatically improve conditions on already crowded freeways and surface streets. this is a great idea.</div></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document	
1	Collette Wilson Please leave sacred land be!	Document Created: 7/12/2013 12:51:04 AM by Web Comment Form

Code	Issue	Response
1		Comment noted.

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.

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• 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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The alignment along Pecos road

Our concerns are • Air Pollution!! is unacceptable due to the following.

• Noise - major issue

• added community traffic

• negative visual impacts

- ugly noise walls impeding views

- commercial signage

- electronic billboards, hideous, glaring, visible flashing obnoxiously for miles

We need Pecos road for what it currently is. Easy access out of Club West and the Foothills communities. Limited traffic stops and easy access the Desert Vista High School without having to cross over a freeway or more lanes.

If there is damage during construction to adjacent properties such as windows or walls - what is the recourse.

Optional

Name Carol Wilson

Email dettwilson@aol.com

Address 1144 E. Thunderhill Pl.

City Phoenix

State AZ

Zip 85048

Phone 480-460-0680

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, E1 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Air Quality	
3	Noise	
4	Traffic	The determination to not include an interchange at 32nd Street was made in coordination with the City of Phoenix. 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 freeway (and the removal of an access point at 32nd Street) on the local street system. The City study found no adverse effects on the local street system from the proposed freeway (see Appendix 3-1 in the Final Environmental Impact Statement). 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.
5	Visual Resources	Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-170 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.
6	Visual Resources	Decorative or aesthetic treatments are sometimes applied to noise barriers and other freeway structures to help them blend into the surroundings and/or fit in with the tone of the community. The Arizona Department of Transportation Roadside Development Section is responsible for assigning a wide range of standard treatment applications and wall materials, including color, to noise barriers and other structures. Typically the community where the wall will be constructed would work closely with its City Architect or planning department to decide on a theme for the wall. Usually, this can be accomplished by using the Arizona Department of Transportation's standard applications. The Arizona Department of Transportation has expanded its selection of acceptable wall treatments to include thematic emblems or symbols and, in some cases, more than one color.

(Response 6 continues on next page)

Code	Comment Document

Code	Issue	Response
6 (cont.)		<p>As an example, for State Route 101L (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.</p> <p>Pages 4-158 and 4-159 in the Draft Environmental Impact Statement explain the process municipalities might take to achieve the desired aesthetic treatment for noise barriers or other structures.</p>
7	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>
8	Construction	<p>Provisions would be taken to ensure adjacent properties would not be damaged during construction.</p>

Code	Comment Document
	<div>Mark WilsonDocument Created: 7/20/2013 6:14:04 PM by Web Comment Form</div> <div><div><div>1</div><div>2</div><div>3</div><div>4</div><div>5</div></div><div>Sirs - this entire project, smf202, is a joke. Your DEIS states 'improved polution characteristics' are likely. My 5th grader can easily prove this wrong. How many ozone alerts have we had annually the past 10 years? I missed that in the report. Ahwatukee suffers, kids cough, get displaced, and see church and schools close. Further, you intentionally say nothing of TRUCK traffic using this bypass to circumvent downtown traffic. This is ludicrous. And by the way, it's a 30 year old plan! You morons. I could go on, but what is the point. Your pr machine is unstoppable. And laveen needs more min wage wal mart and gas station jobs.</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	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	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	Purpose and Need, Old Plan or Use of Old Data	
5	Purpose and Need, Lack of Support	

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: Loop 202 South Mountain Freeway Date: Monday, July 15, 2013 10:47:25 AM Attachments: image001.png</p> <hr/> <p>Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov </p> <hr/> <p>From: Wilson Thomas S (Tom) [mailto:Tom.Wilson@srpnet.com] Sent: Monday, July 15, 2013 10:46 AM To: Projects Subject: Loop 202 South Mountain Freeway</p> <p>When the portion of Loop 202 was constructed several years ago through the Lehi-area in Mesa, ADOT agreed to forego exits for several miles in order to preserve the lifestyle residents within Lehi were accustomed to. A similar approach for Loop 202 as it passes through Ahwatukee may make it more amiable for local residents while also reducing the cost to construct (fewer homes/businesses that would need to be acquired through eminent domain, etc.).</p> <p>The ‘existing’ interchange at Pecos Road and 40th Street could remain with the Park and Ride facility nearby and perhaps one other exit (Desert Foothills Parkway?) where there are not many homes/businesses that would need to be removed to facilitate an interchange.</p> <p>Traffic flows on this portion of the Loop 202 should benefit from having fewer points where vehicles are merging too.</p> <p>Regards,</p> <p>Tom Wilson</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p>

Code	Issue	Response
1	Design	The 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. The spacing of the interchanges would be approximately 1.5 to 2 miles, which would provide acceptable weaving conditions.

Code	Comment Document
1	<p>From: Projects To: ADOT Subject: FW: Loop 202 South Mountain Freeway Date: Friday, July 19, 2013 9:19:50 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: Dena Wiltsie [mailto:wiltsie@earthlink.net] Sent: Friday, July 19, 2013 9:16 AM To: Projects Subject: Loop 202 South Mountain Freeway</p> <p>First I will admit I am not happy with the W59 option because I live near (about 1/4) mile from where it will run but I was aware of the expansion and made the decision with eyes at least a little bit open.</p> <p>With that out of the way, I see a big problem with both the w71 and w59 approach that may in the future mark this expansion as a big mistake. The problem is both approaches share the I10 freeway and will place an additional load on the freeway which is already at times near it's limit. Additional cost will be added to the project at some point to expand the I10 and it will only solve part of the problem because when a blockage occurs, both I10 and loop 202 traffic will be stopped. The best way to keep the traffic moving will be to share the freeway as little as possible and go with the w101 approach. I know the w101 will require redesign of the 101/I10 interchange but I suspect the cost will be less that fixing the I10 freeway to handle the additional load.</p> <p>One additional wrong though about the expansion is it will be needed to handle the additional traffic from the Laveen area. I think this is incorrect for two reasons. The first reason much of the traffic I see on baseline road has to be people who would use the w101 because they are skipping the freeway system or have come in from Riggs road and they are not locals. The second mistake is Laveen is backed up against park land and Indian Reservation. Little additional traffic will come from either area and while the existing farm land will be developed, I think the existing road surface streets will be able to handle the traffic with the w101 expansion.</p> <p>My background in software design has shown me that sometimes a little fix is not the solution to the problem and you have to bite the bullet reworking a big chunk of code to fix the problem correctly. Any option other than the w101 will come back to cause many problems in the future. Dena Wiltsie 5814 West Desert Drive Laveen, AZ 602/237-2031</p>

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

Code	Comment Document
	<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>1</div><div><div>Comments must be received or postmarked by July 24, 2013.</div><div>I am in favor of the South Mountain Freeway for these reasons:<ul style="list-style-type: none">- It will complete the Phoenix Freeway system- It will help lessens traffic on the I-10- If we are to have a freeway system, no one area is exempt just because they don't want a freeway in their back yard - no one does - that didn't stop it elsewhere- The Ahwatukee residents don't think about or care that they produce massive traffic in somebody else's neighborhoods</div></div></div> <div><div>Optional</div><div><div>Name</div>Marti Winkler<div>Email</div>MartiPhoenix@aol.com</div><div><div>Address</div>Thomas Rd & 12th St</div><div><div>City</div>Phoenix<div>State</div>AZ<div>Zip</div>85006</div><div><div>Phone</div><div>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><div>ADOT</div><div><div>U.S. Department of Transportation</div><div>Federal Highway Administration</div></div><div><div>FOR MORE INFORMATION:</div><div>azdot.gov/SouthMountainFreeway</div></div></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div>4306</div> <div><div><div>1And the issue with Laveen is that it has always</div><div>2been planned as a lower-density overall area, which has grown</div><div>3significantly in population. And as we see these populations</div><div>4would need, moving in to Laveen and actually Ahwatukee, as</div><div>5well, we are ill-prepared to handle those social needs that</div><div>6come with that increase in population.</div><div>7And it's not just the low-income populations, but</div><div>8it's others that also have that kind of need. So without the</div><div>9freeway, we're not going to have that concentration of</div><div>10resources or really much opportunity to develop that</div><div>11concentration of resources. So, like the hospital argument</div><div>12where we need to bridge the populations to give ample rooftop</div><div>13counts to support a hospital, the same is going to be true of</div><div>14any other social services and -- and other amenities or public</div><div>15resources that -- that are there to serve based on larger</div><div>16concentrations of population. That's all.</div><div>17MS. WINKLER: I think I am in favor of this. I</div><div>18think this is a good idea. I live in the central city area,</div><div>19and I know that a lot of people in the Ahwatukee area may be in</div><div>20opposition to this.</div><div>21But I particularly look at this as an issue of</div><div>22equality, that if the rest of the city all has to have freeways</div><div>23that border or come into their areas, that no one single area</div><div>24should be exempt. I think it will complete the grid system for</div><div>25the freeway if -- the freeway grid system.</div></div><div>Page 18</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Comment Document
1	<div>1 And, actually, I -- I was talking to one of the --</div> <div>2 one of the planners or engineers, and I think the best route</div> <div>3 would be to go through Tolleson and connect to the 101. But he</div> <div>4 was saying that there is a lot of issues regarding that. So he</div> <div>5 said it'll probably be 53rd Avenue or somewhere around there.</div> <div>6 But I personally think that the logical route would</div> <div>7 be to connect to the 101 and, you know, that, that far-most</div> <div>8 route. So, no, but, overall, I just think it's a good idea. I</div> <div>9 think it's, like I said, a matter of equality, that no one area</div> <div>10 should be singled out that's not -- just because they don't</div> <div>11 want it coming into their neighbor -- around their</div> <div>12 neighborhoods.</div> <div>13 And, although, I am not in favor of it prompting</div> <div>14 more people to move here. I was looking at the information,</div> <div>15 and it was saying that supposedly 3 million, close to 3 million</div> <div>16 more people, are going to be moving here within the next 20 to</div> <div>17 30 years. And I certainly don't think -- believe we need</div> <div>18 3 million more people in a land of finite resources.</div> <div>19 But that's not for -- Yeah. I don't understand</div> <div>20 this constant push for more tourists, more households, more</div> <div>21 homes, more whatever. It's like no other city in this country</div> <div>22 is so -- more about pushing, pushing more and more and more and</div> <div>23 more people into an area as the Phoenix area. And I just</div> <div>24 don't -- I just don't get that because I think it's making the</div> <div>25 Phoenix metropolitan area just unlivable.</div> <div>Page 19</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</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>1And that's why I was actually just talking with one</div><div>2of the planners and was saying about how, when it starts to get</div><div>3hot, that people just, all of us, starting to get -- start to</div><div>4get angry. Just all of a sudden. It's just within a couple of</div><div>5weeks. And -- And I said it's because people are -- You know,</div><div>6it's already congested. You know, now it's hot, on top of it.</div><div>7And so, anyway, regarding this issue of making more</div><div>8freeways, so then we bring more people into the area; we don't</div><div>9need more people.</div><div>10And, you know, and it's -- Unfortunately, I've</div><div>11worked for land developers and builders and land developers,</div><div>12and that type. And it's -- It's all about money, power, and</div><div>13greed, unfortunately. And that's what we'll never change about</div><div>14this town, because it's all about those three things.</div><div>15So, but, as far as the freeway, I think it's a good</div><div>16thing. So thank you.</div><div>17MR. ROYER: All right. Well, first off, I am</div><div>18strongly opposed to this for very simple reasons. First, I</div><div>19care about the environment, and I care about people. And I</div><div>20think, no matter how you look at this, it negatively affects</div><div>21environment, without a doubt. And it would negatively affect a</div><div>22lot of people, without a doubt.</div><div>23Now, there's other reasons to oppose this. So I</div><div>24feel like a lot of this is of an elaborate, almost, scheme to</div><div>25justify more freeways.</div></div></div> <div><div>Page 20</div><div>Driver and Nix Court Reporters - (602) 266-6525</div><div>www.drivernix.com</div></div>

Code	Issue	Response

Code

Comment Document

4370

1 Steve Winn.

2 MR. WINN: Good morning. Thanks for your time,
3 appreciate it. I don't have a lot to say, I just want to
4 say that I approve the construction of the 202. I do use
5 South Mountain Park a lot, I live in Laveen, I use it a
6 lot, all the time, couple times a week. And although I
7 would regret if we had to take a portion of that park
8 away, you know, it seems to be the greater good at this
9 point. I would look very much forward to, like the
10 previous speaker said, having a hospital come in, the
11 prospect of having some hospitals and some development
12 come to Laveen, so I'm not spending a bunch of extra time
13 driving very far to go to those services.

14 You know, in my personal life, you know, the
15 environmental impact of not having that there would, you
16 know, far surpass it, because I'm driving a lot more, a
17 lot farther to these services that hopefully can
18 potentially come into the town there. So I would also
19 encourage some bypass along the route, especially access
20 to South Mountain Park, things like that, and that's all
21 I have. Thanks.

22 THE FACILITATOR: Thank you.

23 Sharon Finell -- no? Which one is it? Okay,
24 thanks.

25 Thank you.

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www.drivernix.com

Code	Issue	Response
1		Comment noted.

Code

Comment Document

4187

1 everything going downhill, but what it's done is it's
2 just made it even worse in that area because of no
3 development, not only because of the economy, but there's
4 just no roads, no highways. We're just kind of like very
5 secluded.

6 This should have been done a long time
7 ago. It needed to be done a long time ago. We've got to
8 look at the big picture.

9 And I looked at the studies. It looks
10 like it's been done very thoroughly. It looks like all
11 interests have been taken into account. Now it's time to
12 get going on it and quit playing.

13 MR. WINNER: I live at 47th Avenue and
14 Baseline roughly. I support the freeway coming through.
15 I have a three-year-old daughter and the first two years
16 of her life she was chronically ill. I was in and out of
17 the hospital. The closest children's pediatric urgent
18 care is at Central and Baseline. The closest hospital is
19 obviously in downtown. There's nothing -- west there's
20 Thunderbird and there's another hospital, I believe it's
21 on 5th Avenue, so I support it primarily for the expected
22 hospital facility that they are going to be putting in.

23 That's it. Simple.

24 UNIDENTIFIED SPEAKER: The problem with
25 I-10 is it turns into a bottleneck, and they are not

Page 8

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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></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div></div> <div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div></div> <div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div></div><div></div></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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Page 31

Code	Issue	Response
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Comment noted.

Code	Comment Document						
1	<div><div>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div><table><tr><td>INCOMING CALL DATE: 7/24/13</td><td>INCOMING CALL TIME: 11:56 AM</td></tr><tr><td>CALLER: KEN WIXON</td><td>CALLER ADDRESS: 4556 WEST EL CAMINITO DRIVE, GLENDALE, ARIZONA 85302</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div>CALLER REMARKS/QUESTIONS: I support the South Mountain freeway.</div></div>	INCOMING CALL DATE: 7/24/13	INCOMING CALL TIME: 11:56 AM	CALLER: KEN WIXON	CALLER ADDRESS: 4556 WEST EL CAMINITO DRIVE, GLENDALE, ARIZONA 85302	PHONE:	EMAIL:
	INCOMING CALL DATE: 7/24/13	INCOMING CALL TIME: 11:56 AM					
	CALLER: KEN WIXON	CALLER ADDRESS: 4556 WEST EL CAMINITO DRIVE, GLENDALE, ARIZONA 85302					
	PHONE:	EMAIL:					

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div><div>1</div><div>2</div></div><div><div>3</div><div>4</div><div>5</div></div></div><div><p>From: Patricia Talcott To: ADOT Cc: Patricia Talcott Subject: ENVOY# 1314770758/South Mountain Freeway Date: Tuesday, May 28, 2013 8:51:57 AM Attachments: image001.png</p><hr/><p>The following was received on the ADOT ENVOY System:</p><p>SOUTH MOUNTAIN FREEWAY 5/27/2013 7:28:46 PM ARE YOU GOING TO BUILD IT ON PECOS REALLY. DO WE REIMBURSEMENT FOR OUR PROPERTY LOSSES. oR WILL YOU BUY OUR HOUSE OUTRIGHT. DO WE HAVE ANY VOTE OR SAY WHILE YOU RUIN AHWATUKEE AND WATCH EVERYONE MOVE OUT. Woelbel, Viictor - victorwoelbel@yahoo.com</p><p>Thank you.</p><p><i>Patricia A. Talcott</i> Program Project Specialist II 206 S. 17th Avenue, Room 101, MD118A Phoenix, AZ 85007 602.712.7610 www.azdot.gov</p><div></div><p><small>NOTICE: This e-mail (and any attachments) may contain PRIVILEGED OR CONFIDENTIAL information and is intended only for the use of the specific individual(s) to whom it is addressed. It may contain information that is privileged and confidential under state and federal law. This information may be used or disclosed only in accordance with law, and you may be subject to penalties under law for improper use or further disclosure of the information in this e-mail and its attachments. If you have received this e-mail in error, please immediately notify the person named above by reply e-mail, and then delete the original e-mail. Thank you.</small></p><hr/><p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.</small></p><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	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. Agencies may acquire only those properties located entirely or partly within the project right-of-way limits (see Draft Environmental Impact Statement page 4-45).
3	Public Involvement	No public vote was held as part of the Draft Environmental Impact Statement review process. Members of the public were encouraged to participate and submit their comments on the Draft Environmental Impact Statement during the 90-day comment period. The proposed Loop 202 South Mountain Freeway has been a critical part of the Maricopa Association of Governments’ Regional Freeway and Highway System since it was first included in funding approved by Maricopa County voters in 1985. It was also part of the <i>Regional Transportation Plan</i> funding passed by Maricopa County voters in 2004 through Proposition 400.
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 was 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 Draft Environmental Impact Statement.
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 Draft Environmental Impact Statement pages 4-16 and 4-21). No evidence exists that many people would relocate because of the freeway. 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

From: [Projects](#)
To: [ADOT](#)
Subject: FW:
Date: Thursday, May 16, 2013 8:10:24 AM

From: Mr woldew kibru [mailto:woldew@yahoo.com]
Sent: Wednesday, May 15, 2013 8:48 PM
To: Projects
Subject:

I am very exiting to see this project done soon. It will help and reduce our area trafice . Please allow this freeway to be build sooner than latter

Thank you.
wudma wolde

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Code	Issue	Response
1		Comment noted.

Code Comment Document

From: [Projects](#)
To: [ADOT](#)
Subject: FW: Build the South Mountain Freeway
Date: Wednesday, May 22, 2013 2:06:58 PM

From: Wolde, Wudma Kibru [mailto:Wudma.Wolde@ehi.com]
Sent: Wednesday, May 22, 2013 2:06 PM
To: Projects
Cc: info@buildthe202.com
Subject: Build the South Mountain Freeway

I support build the 202 free way that can reduce heavy traffic on rash hours and can reduce the area pollution as well.

Thank you for being top of this projects

Wudma wolde

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Code	Issue	Response
1		Comment noted.

Code

Comment Document

From: [Projects](#)
To: [ADOT](#)
Subject: FW: Build the 202!!!
Date: Monday, May 20, 2013 8:43:00 AM

-----Original Message-----
From: Elissa Wolf [<mailto:elissawolf@yahoo.com>]
Sent: Friday, May 17, 2013 6:22 PM
To: Projects
Subject: Build the 202!!!

Never in my life have I seen a state that takes such a ridiculous amount of time to build a freeway.
Let's just get it done, already!

Sent from my iPad

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Code	Issue	Response
1		Comment noted.

Code

Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 4:30 PM
CALLER: REGINA WOMPASS	CALLER ADDRESS: [UNCLEAR]
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

[Unclear] call they connected me to make a comment, [unclear] call yes I do support construction of the freeway. Um it needs to get done and I don't know if the tribe is ever gonna support it on their land, but the thing needs to get done, so I'm a registered voter in Phoenix Arizona. Thanks so much goodbye.

1

Code	Issue	Response
1		Comment noted.

Code	Issue	Response

Code	Comment Document
<div>LOOP 202 <i>South Mountain</i> Freeway Study <div>Draft Environmental Impact Statement COMMENT FORM</div><div>2013</div><div>Additional Comments: <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><div>- Pecos alignment serves no useful purpose for most Ahwatukee residents. Little use for most residents to go to 59th Ave & to Hwy 10 on a daily basis</div><div>- Will have adverse effect on air quality since pollution will be trapped by South Mountain</div><div>- ADOT has not shown good faith effort to study more southern route for this alignment. How about Riggs Road? or the Hwy 85 to Hwy 8 alignment? All actions have been to shove this alignment down our throats.</div></div></div></div></div>	
<div>ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)<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>	

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	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 Draft 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.
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	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.
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.

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
6	Alternatives	<p>The study did evaluate the Riggs Road Alternative and the State Route 85/ Interstate 8 Alternative. A thorough evaluation using the multidisciplinary criteria outlined in the alternatives development and screening process was performed and, based on the results of this evaluation, the alternatives were eliminated from further study (see page 3-9 of the Final Environmental Impact Statement for more details).</p> <p>The Gila River Indian Community Council approved Resolution GR-164-11 authorizing a referendum of Community members to favor or oppose the construction of the proposed South Mountain Freeway on Community land or to support a no-build option. The coordinated referendum occurred in February 2012, and Community members voted in favor of the no-build option. This has meant and still means that, moving forward, an alignment(s) of the South Mountain Freeway cannot be located on the Gila River Indian Community (see Final Environmental Impact Statement page 3-25). Therefore, the Community Alignment was not carried forward for further study and the E1 Alternative was carried forward as the only action alternative in the Eastern Section.</p>
7	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 Draft Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.</p>

Code

Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 3:44 PM
CALLER: CATHY WOOD	CALLER ADDRESS: 5226 W. MALDONADO ROAD, LAVEEN, AZ 85339
PHONE:	EMAIL:
CALLER REMARKS/QUESTIONS: I am totally in favor of the South Mountain Freeway. I hope it goes through. Thank you.	

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<div><div>1</div><div>23</div><div>4</div></div>	<div><div>Abigail Wool-Biringer</div><div>Document Created: 6/22/2013 6:05:14 PM by Web Comment Form</div><div>Please don't build!! Our beloved South Mountain, the country's largest municipal park, will be irreparably ruined by this freeway. The proximity of the freeway to homes, schools, and churches is another major concern. This is NOT necessary and never has been. Ahwatukee doesn't want it.</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	Purpose and Need, Lack of Support	
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 Draft Environmental Impact Statement pages 4-16 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>Nate Woolfenden</div><div>Document Created: 5/18/2013 6:29:54 PM by Web Comment Form</div><div>Would like to see the South Mtn freeway built. It has been too long already. No more delays.</div></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div><div><div></div><div>From:</div></div><div><div>David Wright</div><div>Projects</div></div><div><div>To:</div><div>Comment on Proposed Loop 202 (South Mountain Freeway)</div></div><div><div>Date:</div><div>Wednesday, July 24, 2013 10:28:39 AM</div></div></div></div><div></div></div>
12	Regarding the proposed Loop 202 Freeway extension south of Ahwatukee, I urge that this project not go forward. A massive freeway just south of Ahwatukee will have negative consequences for our community and for South Mountain Park.
34	Vehicle exhaust – including noxious diesel fumes – from a massive freeway would foul the air in our neighborhood and in the park. Any expectation that the project would reduce regional air pollution simply reflects spreading that pollution into Ahwatukee. We don’t want it. This would reduce the attractiveness of Ahwatukee as a place to live. If Ahwatukee becomes as hazy as the rest of Phoenix, property values here will suffer.
5	Additional traffic on a major freeway to our south and west would inevitably increase traffic in our neighborhoods – quite simply, there would be more cars in the area if a freeway is wrapped around us. Traffic here is bad enough as it is. Cut-through drivers would be speeding down our streets when they realize that speed limits are not enforced in our residential neighborhoods.
67	The proposed project has many negatives for Ahwatukee and South Mountain, and precious few positives. The main positive results of this project would accrue to developers who would profit by increasing suburban sprawl, and to the firms that build the road. These profits would come at the expense of reduced quality of life in Ahwatukee.
23	Ahwatukee does not need or want increased air pollution and traffic. Yes, these will increase with time anyway, but they would increase to a greater degree (and sooner) with the 202 extension in our backyard. South Mountain Park would be degraded by having a major freeway truncating its western boundary. NO BUILD is the best option.
8	David Wright, PhD Ahwatukee, Phoenix, AZ

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 Draft Environmental Impact Statement pages 4-16 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.
3	Air Quality	
4	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.
5	Traffic	In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system. The City study found no adverse effects on the local street system from the freeway (see Appendix 3-1 in the Final Environmental Impact Statement).
6	Purpose and Need, Lack of Support	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document

Code	Issue	Response
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.
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

1

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 05/13/13	INCOMING CALL TIME: 2:39 PM
CALLER: JAMES WRZESIEN	CALLER ADDRESS: 6123 W. DUBLIN LANE, CHANDLER, AZ 85226
PHONE:	EMAIL:
CALLER REMARKS/QUESTIONS: Both my wife and I are in favor of the South Mountain Freeway. We currently live two miles off of Interstate 10 and Ray. If this freeway were built, the benefits of reduced truck traffic would provide a much safer driving environment to Downtown Phoenix. I am a retired highway planner from Chicago and a retired architect.	

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 9:37:20 AM</p><hr/><p>-----Original Message----- From: jameswu009.az@gmail.com [mailto:jameswu009.az@gmail.com] Sent: Sunday, May 12, 2013 7:46 PM To: Projects Cc: info@buildthe202.com; Jian Wu Subject: Build the South Mountain Freeway</p><p>Voter' voice</p><p>I am a long time Phoenix resident. I strongly support to build the Southmountain 202 as soon as possible to reduce every day's traffic congestion, air pollution, time wasting and energy wasting. To build the Southmountain 202 is Arizona voters' decision. We have approved twice already. Please take actions without further delay!</p><p>Jian Wu</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

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 05/13/13	INCOMING CALL TIME: 2:55 PM
CALLER: RAYMOND WU	CALLER ADDRESS: 8817 S. 18 TH WAY, PHOENIX, AZ 85042
PHONE: 602-288-8960	EMAIL: RAYKWU@GMAIL.COM
CALLER REMARKS/QUESTIONS: I support the Loop 202 South Mountain Freeway. Thanks.	

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><p>From: Projects To: ADOT Subject: FW: Support South Mountain Loop 202 Freeway Date: Monday, May 20, 2013 8:47:08 AM Attachments: EVPASSOC_535_South Mountain Freeway Study 5-2013.zip EVPASSOC_536_South Mountain Freeway Talking Points 5-2013.doc</p><hr/><p>From: Wurth, Philip [mailto:Philip.Wurth@colliers.com] Sent: Friday, May 17, 2013 5:37 PM To: Projects Subject: Support South Mountain Loop 202 Freeway</p><p>To Whom It May Concern: I am in favor of the proposed freeway and believe it is in the best interest of the overall community to have it built.</p><p>Philip Wurth Vice President Office Properties Direct 480 655 3310 Mobile 602 369 9261 Main 480 596 9000 Fax 480 948 0502 philip.wurth@colliers.com</p><p>Colliers International 14080 N. Northsight Blvd. Scottsdale, AZ 85260 United States www.colliers.com</p><div></div><p>Learn more at www.colliersevoffices.com</p><hr/><p>From: Carol Schmitz on behalf of Roc Arnett [mailto:cschmitz@evp-az.org] Sent: Friday, May 17, 2013 2:38 PM To: Wurth, Philip Subject: Support South Mountain Loop 202 Freeway</p><p>Dear Colleagues,</p><p>The South Mountain Loop 202 Freeway has been approved by Maricopa voters twice, first in 1985 and again in 2004. Funds are available to construct the project which consists of 22 miles south of Ahwatukee and the South Mountain and west to the Levine Area to connect to I-10 on the far west. Attached are talking points that have been gathered from a recent survey done by interested parties in moving forward the Freeway indicating public support, also</p></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>attached is a fact sheet from ADOT.</p> <p>On Tuesday, May 21, the Arizona Department of Transportation will conduct a day-long hearing to gather comments from the public about the proposed South Mountain Freeway project in metro Phoenix. This is where we need your help:</p> <p>We need you, your executives and employees to make plans to attend the hearing on Tuesday, May 21 at the Phoenix Convention Center North Ballroom, 100 N. 3rd Street, Downtown Phoenix. It will take place from 10 a.m. to 8 p.m. People are invited to attend at any time during the 10-hour hearing period. Parking will be validated.</p> <p>Those who attend can make up to three minutes of comments before a study panel, or submit a written comment in support of the project at computers set up in the ballroom for the event.</p> <p>A show of support is important. The FHWA and ADOT study group needs to see that many people want this project to happen. They need to see and hear from Valley residents who are tired of the traffic jams and the government delays over this project. They need to hear that you want the freeway built because it will create 30,000 jobs and pump \$2 billion into our still-struggling economy.</p> <p>If you or your employees cannot make it to the hearing in person, please submit your comments directly to ADOT at projects@azdot.gov. Be sure to put in your title "Support For South Mountain 202". For more information and facts about the importance of the South Mountain Freeway, please visit a website at www.buildthe202.com that is providing information and support.</p> <p>Thanks for your help and participation.</p> <p>Roc</p> <p>Roc Arnett President & CEO East Valley Partnership Office: 480-834-8335 Ext. 202 Cell: 602-999-3444</p> <hr/> <p>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the</p>

Code	Issue	Response

Code

Comment Document

Fact Sheet

What is the Current Status?

The Arizona Department of Transportation and the Federal Highway Administration have finalized a detailed evaluation of the proposed Loop 202 South Mountain Freeway through the preparation of a Draft Environmental Impact Statement, or "Draft EIS." Under federal law, the Draft EIS must address 26 factors outlined in the National Environmental Policy Act of 1969. These factors cover the entire range of environmental study, including impacts on South Mountain, wildlife, air quality, storm-water drainage, and neighborhoods.

How can the Public be Involved?

The Draft EIS is available for a 90-day public review and comment period, starting April 26, 2013, and ending on July 24, 2013. During this review and comment period, the document is available online (azdot.gov/SouthMountainFreeway) and at public locations such as public libraries and community locations. A full listing of these locations is available on the study website.

Formal Public Hearing Comment Process

Note that the public hearing provides the only opportunity for members of the public to make comments on the Draft EIS in front of a study team panel (within a three-minute time limit). Court reporters will also be available to take individual verbal comments; comments provided to a court reporter are not subject to the three-minute limit. Comment forms will be available for written comments.

Online Public Hearing

All of the materials presented at the public hearing, including a study video and comment forms, will be available from May 21, 2013 to July 24, 2013 at azdot.gov/SouthMountainFreeway.

There are several opportunities for the public to provide comments on the Draft EIS. All comment methods are considered equal.

Community Forums

Community forums will be held at various locations in the study area after the public hearing. Technical staff will be at the forums to answer questions, and study materials, including the study video, will be available to view. Court reporters will be available to take individual verbal comments. Written comments can also be submitted, but no formal "hearing" will occur at these community forum meetings. Forum locations will be posted at azdot.gov/SouthMountainFreeway, emailed to the e-newsletter subscribers, and published in the newspaper and local publications.

Mail, E-mail, Phone

At anytime during the 90-day comment period, comments can be provided in the following methods:

ADOT Loop 202 South Mountain Freeway Study

1655 W. Jackson Street

MD 126F

Phoenix, Arizona, 85007

projects@azdot.gov

602.712.7006

azdot.gov/SouthMountainFreeway

Public Comment Needed Here!

FINAL REVIEWS

ADOT

FHWA

Cooperating Agencies

Legal Review

DRAFT EIS

90-day

Public Review

FINAL EIS

60-day

Public Review

RECORD OF DECISION

2013

2013

2014

2014

Members of the public are encouraged to provide comments on the Draft and Final EIS.

When Would the Freeway be Built?

If the outcome of the study is a build alternative, then the timing of construction will depend upon the completion of final design, right-of-way acquisition, and utility relocation. A corridor implementation plan developed by ADOT will identify how to construct the overall project, including the length and sequence of construction segments. The current Regional Freeway and Highway Program identifies construction funding for the freeway to begin in fiscal year 2015.

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

azdot.gov/SouthMountainFreeway

ADOT

U.S. Department of Transportation

Federal Highway Administration

ON THE MOVE

Arizona

April 2013

Code	Issue	Response

Code Comment Document

From: [Projects](#)
To: [ADOT](#)
Subject: FW: RE:Loop 202 Southe Mountain Freeway
Date: Friday, May 17, 2013 8:49:44 AM

From: Linda Wyman [mailto:lindawyman119@cox.net]
Sent: Friday, May 17, 2013 7:40 AM
To: Projects
Subject: RE:Loop 202 Southe Mountain Freeway

We will be unable to attend the Public Hearing on May 21, but we would like to have our voice heard! **We are in favor of the proposed Loop 202 South Mountain Freeway.** Driving from the West Valley (Goodyear) to Tucson or other points east on I-10, the Loop just makes good sense as it removes traffic from the heavy populated Metro Phoenix Area.

Please "count our vote as a YES and look forward to work beginning in 2015".

Don & Linda Wyman
15055 W Verde Lane
Goodyear, AZ 85395

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: Sierra Club on behalf of Judson Wynne To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Monday, May 27, 2013 10:14:55 AM</p> <hr/>
	<p>May 27, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>2 As an Arizona resident, one who has lived in Phoenix and frequently travels there, I assert the proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.</p> <p>3</p> <p>4 South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.</p> <p>5</p> <p>6 The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.</p> <p>7</p> <p>8 The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.</p> <p>1 At the risk of sounding crass, I have long known the culture of ADOT and realize that project is likely a foregone conclusion. However, if I am mistaken, please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</p> <p>Sincerely,</p> <p>Mr. Judson Wynne 661 Kiowa</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
	Flagstaff, AZ 86001-9549 (928) 863-8628

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>From:</div><div>To:</div><div>Subject:</div><div>Date:</div></div><div><div>Mingming Xu Projects</div><div>Comments on Loop 202 South Mountain Freeway (SMF) Study</div><div>Tuesday, June 18, 2013 8:53:47 PM</div></div></div></div></div>
	<div><div><div><div><div></div><div></div></div><div><div>1</div><div>2</div></div></div><div><div><div><div></div><div></div></div><div><div>3</div></div></div><div><div><div><div></div><div></div></div><div><div>4</div><div>5</div></div></div></div><div>I am against the loop 202 extension. a. It would be environmentally irresponsible for the region! The SMF would become a truck by-pass, introducing much more truck traffic into the region and increasing pollution. b. It would be an irresponsible destruction of natural resources identified for preservation! c. It would be fiscally irresponsible! It would require a disproportionate amount of tax dollars to build the SMF, money that could be much more effectively used for other regional transportation projects. Mingming Xu 16404 S 23rd Way, Phoenix, AZ, 85048 602-565-4784</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	Air Quality	
3	Section 4(f) and Section 6(f)	
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	Purpose and Need, 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 Peggy Yeargain-Williams To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Monday, May 27, 2013 9:14:05 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>Please choose 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>Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</p> <p>Sincerely,</p> <p>Ms. Peggy Yeargain-Williams 16418 E Bradford Dr Fountain Hills, AZ 85268-2229</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
	(480) 837-3486

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
	<p>From: Sierra Club on behalf of Peggy Yeargain-Williams To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Tuesday, June 04, 2013 2:16:28 PM</p> <hr/>
	<p>Jun 4, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>I urge you to protect South Mountain Park.</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>Ms. Peggy Yeargain-Williams 16418 E Bradford Dr Fountain Hills, AZ 85268-2229</p>

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

(Responses continue on next page)

Code	Comment Document
	(480) 837-3486

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
	<p>From: Sierra Club on behalf of Ryan Yehling To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Monday, May 27, 2013 2:45:03 PM</p> <hr/> <p>May 27, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>2 As a native of Arizona, born and raised in Tempe, I am discouraged by our state's lack of consideration for it's natural environment. The desert landscape that surrounds Maricopa County has long been subject to environmental degradation and urban sprawl. It doesn't make sense, ecologically, that a seemingly uninhabitable terrain such as ours is developed the way it is. The South Mountain Freeway is just another example of how our citizens are being coerced into relying entirely on the private automobile for transportation. Our citizens would not choose this way of life if there were other alternatives. The money that is projected to build the freeway should go towards a more sustainable form of mass transportation, such as extending the Tempe light rail, because it is the most socially, and environmentally responsible way to address our state's transportation needs.</p> <p>3</p> <p>4 The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.</p> <p>5</p> <p>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.</p> <p>7</p> <p>8 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>2 The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of</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	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.
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	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>

(Responses continue on next page)

Code	Comment Document
1	<p>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. Ryan Yehling 1311 W Baseline Rd Apt 2134 Tempe, AZ 85283-5388 (480) 243-9343</p>

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

Code	Comment Document
1	<div><div>Akicita Yellowman</div><div>Document Created: 5/21/2013 8:44:42 PM by Web Comment Form</div><div>I do not see the point of saving 9 minutes or 6 minutes. I believe that saving only 6-9 minutes does not justify the means of building a highway.</div></div>

Code	Issue	Response
1	Purpose and Need	Travel time savings is only one aspect supporting the purpose and need for the proposed freeway. While a single trip may only save 6 or 9 minutes, when travel time is considered for all travelers and all trips, the travel time savings is significant. In the section, <i>Impacts on the Traveling Public</i> , beginning on page 4-67 of the Final Environmental Impact Statement, travel time savings is monetized and as a region, implementation of the proposed freeway would save motorists an average of \$200 million per year between 2020 and 2035.

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 Steven Yockey</div></div><div><div>Projects</div></div></div><div><div><div>Comments in opposition to South Mountain Freeway</div><div>Wednesday, July 24, 2013 10:36:01 AM</div></div></div></div></div></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><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><div>2</div><div>3</div><div>4</div><div>The proposed freeway would cause more problems than it would solve. decimation of the environment, increased air pollution, and unrelenting noise in a presently pristine locale would be the payment for predicted consumer convenience. 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, just as passing more laws to criminalise an act cannot make it more illegal. ADOT needs to 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. Why have not the mediae of existing freeways been utilised for elevated rail construction? De-privatising public transportation, removing profit seeking from the equation, is a start. If Washington DC can have reliable bus service augmenting its rail service, so can Phoenix. LA did it. Why can't we?</div></div><div><div><div>5</div><div>2</div><div>6</div><div>South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would acutely worsen, 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, COPD, cancer, and other diseases, in both the pediatric and adult populations.</div></div><div><div><div>7</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. In addition to violently assaulting the quality of life, blasting a freeway through a portion of this park will destroy wildlife and habitat. 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. When would a corridor be cut through Piastewa Peak Park, or Encanto Park?</div></div><div><div><div>9</div><div>The freeway will exacerbate urban sprawl and further burden Arizona's taxpayers, not to mention the exacerbation of our already diminishing water supply. We live in a desert. At present, we squander our water resources keeping golf courses green. Let's not further the demise, by rapidly advancing growth, where it does not belong. This construction would continue ADOT's trend of forcing residents to remain</div></div></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	Air Quality	
3	Noise	
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	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	Biology, Plants, and Wildlife	

Code	Comment Document
1	<p>vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center. Once again, rich, out of state developers win, while the People lose.</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. Steven Yockey 2231 N 69th Ave Phoenix, AZ 85035-3315 (602) 796-4739</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 action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.</p>

Code Comment Document

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

INCOMING CALL DATE: 05/13/13	INCOMING CALL TIME: 4:11 PM
CALLER: CYNTHIA YOUNG	CALLER ADDRESS: 13810 S. 155 TH STREET, GILBERT, AZ 85296
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

My husband David and I are very supportive to build the South Mountain Freeway. We would love to see that happen. It would cut my husband's commute down drastically. We would love to go over to the west side more often and that freeway would really help us to see family and friends. It would cut our commute time shorter. It would be really wonderful. We are definitely in favor of building the South Mountain Freeway. Thank you.

1

Code	Issue	Response
1		Comment noted.

Code Comment Document

From: [Projects](#)
To: [ADOT](#)
Subject: FW: Strong support on building South Mountain Freeway (202)
Date: Tuesday, April 30, 2013 8:52:15 AM

From: Jeff Yuan [mailto:jeff.y.yuan@gmail.com]
Sent: Monday, April 29, 2013 12:23 PM
To: Projects
Subject: Strong support on building South Mountain Freeway (202)

Arizona economy needs this freeway. It will benefit working class. Please move forward and build it as soon as possible.

Thank you!

Jeff Yuan
Realtor

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Code	Issue	Response
1		Comment noted.

Code Comment Document

From: [Projects](#)
To: [ADOT](#)
Subject: FW: Support for 202 freeway
Date: Monday, May 20, 2013 8:32:58 AM

From: Michael Zaback [mailto:michael@zaback.net]
Sent: Friday, May 17, 2013 11:34 PM
To: Projects
Subject: Support for 202 freeway

The 202 should have been done years ago. If our political leaders would have done their job. Get it done

Michael Zaback
480-814-8911

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
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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.
2	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

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

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Code	Comment Document
4382	<div><p>1 speak next, please move forward.</p><p>2 MR. MILLS: Thank you for your time. As someone</p><p>3 who was born and spent his entire life in Arizona, I</p><p>4 strongly support the South Mountain, even when it was</p><p>5 initially voted upon in the mid '80s. I think it's a</p><p>6 huge -- it would be a huge component in relieving traffic</p><p>7 congestion, particularly in the central part of the</p><p>8 Valley, greatly aid the commuter traffic from the West</p><p>9 Valley over to the Southeast Valley.</p><p>10 And then also, in these pretty tough economic</p><p>11 times, taking into account the construction industry,</p><p>12 it'll bring immense value to the construction industry.</p><p>13 Thank you for your time.</p><p>14 THE FACILITATOR: Thank you.</p><p>15 Debbie Zapatka.</p><p>16 MS. ZAPATKA: Hi, I'm Debbie Zapatka and I live</p><p>17 in Laveen, and we've lived there for five years now with</p><p>18 the hope of the 202 coming in, and it was kind of</p><p>19 promised when we moved there. Our development in the</p><p>20 area, we have empty shopping centers just sitting there,</p><p>21 we really need economic development, and the only way for</p><p>22 that to happen really is to get the 202 in, as well as</p><p>23 our area has no hospital and a hospital will not come in</p><p>24 unless the 202 gets in. And I don't even know where the</p><p>25 closest hospital is, it's probably 99th Avenue and</p></div> <div><p>Page 35</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><p>1 McDowell, which in an emergency would be really far.</p><p>2 Let's see, we have heard that other people would</p><p>3 move in like a movie theater and shops and restaurant</p><p>4 owners, as well as the hospital if the 202 went in. The</p><p>5 only way for our rooftops -- right now we're at 40</p><p>6 rooftops, we need 50 for those people to start coming in.</p><p>7 If the 202 was built, Ahwatukee would then be counted as</p><p>8 a rooftop because they're so close, they're within our</p><p>9 mile range. That would make a huge difference to our</p><p>10 area economically.</p><p>11 I'd also love to see if the 202 gets built, the</p><p>12 sound barriers to be built nicely and maybe represent</p><p>13 Laveen in some way. I'm an artist and I would love to</p><p>14 even donate my time to create artwork that would go onto</p><p>15 the sound barriers and to have possibly hiking trails or</p><p>16 some kind of bike trails that follow the 202, because we</p><p>17 have that South Mountain so beautiful right there and</p><p>18 just to keep more trails and parks. Thank you for your</p><p>19 time.</p><p>20 THE FACILITATOR: Thank you.</p><p>21 Chad Hartley.</p><p>22 MR. HARTLEY: First I want to say thank you for</p><p>23 the opportunity to be able to voice opinions, we</p><p>24 appreciate that.</p><p>25 Second, I'm a daily commuter of the Broadway</p></div> <div><p>Page 36</p><p>Driver and Nix Court Reporters - (602) 266-6525</p><p>www.drivernix.com</p></div>

Code	Issue	Response
1	Alternatives	<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. Draft Environmental Impact Statement pages 4-158 and 4-159 explain the process municipalities might take to achieve the desired aesthetic treatment for noise barriers or other structures.</p>

Code

Comment Document

From: [Projects](#)
To: [ADOT](#)
Subject: FW: 202 South Mountain Freeway
Date: Wednesday, May 29, 2013 1:06:37 PM

From: Heidi Zebro [mailto:hdzebro@yahoo.com]
Sent: Wednesday, May 29, 2013 1:04 PM
To: Projects
Subject: 202 South Mountain Freeway

1

This email is to voice my support for the 202 South Mountain Freeway Loop. I too am a resident of Laveen but would support this project if I lived anywhere in the Valley. The need for this Freeway was seen in the 80s and nothing has changed. This Freeway has been planned, promised and approved by vote since the 90s. Why do the loud voices of a relative few override the voices of the voters. The reasoning against this project by those in opposition make little sense. It does not add more pollution. The same amount of vehicles will be driven in the Valley. It will move some of the congestion and pollution from these vehicles from the densely populated area through Phoenix, Tempe and Chandler to the south side of South Mountain. This project can be constructed in a manner causing relatively minor disruption to the area while providing prosperity and access to many. This project has my full support.

David Zebro

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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>From:</div><div>To:</div><div>Subject:</div><div>Date:</div><div>Attachments:</div></div><div><div>Projects</div><div>ADOT</div><div>FW: South Mountain 202 Freeway</div><div>Thursday, July 11, 2013 8:28:54 AM</div><div>image001.png</div></div></div></div></div><div><div><div><div></div><div><div></div></div></div><div><div><div>Thank you,</div><div>Matthew Eberhart</div><div>Community Relations Officer</div><div>1655 W Jackson St. MD 126F</div><div>Phoenix, AZ 85007</div><div>602-712-2060</div><div>azdot.gov</div><div><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></div></div></div><div><div><div>From:</div><div>Sent:</div><div>To:</div><div>Subject:</div></div><div><div>Dave Zebro - SHERIFFX [mailto:D_Zebro@MCSO.maricopa.gov]</div><div>Wednesday, July 10, 2013 4:21 PM</div><div>Projects</div><div>South Mountain 202 Freeway</div></div></div></div></div><div><div><div><div></div><div><div></div></div></div><div><div><div>I would like to voice my approval of the 202 freeway. If not on tribal land then using the Pecos route that has been planned for ages. Stop letting the relative few dictate to the majority. This project has been postponed for decades. LETS GET IT BUILT.</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>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: Sierra Club on behalf of Ruth Zemek To: Projects Subject: Comments in opposition to South Mountain Freeway Date: Monday, May 27, 2013 10:44:20 AM</p>
	<p>May 27, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>We count on our leaders to make sensible decisions on behalf of the public. This freeway is a bad idea.</p> <p>2 The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.</p> <p>3</p> <p>4 South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.</p> <p>5</p> <p>6 The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.</p> <p>7</p> <p>8 The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.</p> <p>1 Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</p> <p>Sincerely,</p> <p>Ms. Ruth Zemek</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
	3303 E Clarendon Ave Phoenix, AZ 85018-5709 (602) 956-3128

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.

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Code	Comment Document
1	<div>1 ***</div> <div>2 THE REPORTER: State your name, please.</div> <div>3 MR. ZHONG: Yang Zhong.</div> <div>4 I am a Laveen resident here to show my</div> <div>5 support for the proposed South Mountain Freeway.</div> <div>6 Because it's -- it's going to alleviate the traffic</div> <div>7 congestion anticipated in the near future. And</div> <div>8 without the freeway, the air quality is going to be</div> <div>9 much worse, because of the traffic congestion. And</div> <div>10 besides this, these environmental benefits, the</div> <div>11 freeway's going to greatly reduce the Laveen</div> <div>12 resident's time spent on traffic, also bring much</div> <div>13 needed facilities, such as hospitals, and business,</div> <div>14 such as shopping centers, to Laveen.</div> <div>15 And I think these economical</div> <div>16 environmental issues should also be as part of the</div> <div>17 environmental impact. And I also noticed that in --</div> <div>18 there are many -- I -- because I concerned about this</div> <div>19 freeway, I pay attention to the media, and any news</div> <div>20 about the freeway, and I noticed that certain</div> <div>21 communities has voiced out about this freeway, but I</div> <div>22 didn't see too much about what Laveen residents</div> <div>23 thinks and what they do, but I think, as a growing</div> <div>24 and continuing growing community, Laveen's opinions</div> <div>25 should also be considered.</div> <div>Page 9</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div>1THE REPORTER: Is that it?</div><div>2MR. ZHONG: Yeah.</div><div>3THE REPORTER: Thank you.</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 10</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: Save Soth Mountain
Date: Monday, May 20, 2013 8:27:27 AM

From: Steve Zimmermann [mailto:stevezim413@yahoo.com]
Sent: Saturday, May 18, 2013 5:40 PM
To: Projects
Subject: Save Soth Mountain

Spare South Mountain! We don't need another freeway. This freeway would ruin one of the top parks in the valley. Those people chose to live out there. If they don't like the traffic situation they can move.

Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution 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	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	

Code	Comment Document
	<div><div><div><div>1</div><div>2</div><div>3</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: SAVE SOUTH MOUNTAIN!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!</div><div>Monday, May 20, 2013 8:27:21 AM</div></div></div></div><div><div><div><div>From:</div><div>Sent:</div><div>To:</div><div>Subject:</div></div><div><div>Cheryl Zimmermann [mailto:charo_cld@yahoo.com]</div><div>Saturday, May 18, 2013 5:43 PM</div><div>Projects</div><div>SAVE SOUTH MOUNTAIN!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!</div></div></div></div><div><div>LET'S NOT BUILD. You don't like the traffic situation, then move!! South Mountain is a valuable park to the Phoenix area. Not to mention the wildlife! I am certain you can come up with a better solution...challenge yourselves.</div><div>Cheryl</div><div><div><div>Cheryl Zimmermann</div><div>cheryl martin fine art</div><div>602.885.0094</div><div>www.cherylmartinfineart.com</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>

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

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Code	Comment Document
1234	<div><div><div>Gregory Zych</div><div>Document Created: 7/15/2013 5:22:14 PM by Web Comment Form</div></div><div>No, No, No. We do not need to turn Pecos road into a freeway or have access around the south and west of South Mountain. This is Millions of Dollars wasted to save a handful of people a few minutes of driving time. If there are funds in the budget how about paying some decent teacher salaries or funding afterschool sports or music classes. Repair the roads that exist, clean up abandoned strip malls. There are so many more valuable was to spend these funds than to destroy a wonderful park and make it an island in a sea of freeways.</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, Lack of Support	
3	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.
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.

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Code	Comment Document
1	<div>1 follow-up to your question, then I'll wrap up with</div> <div>2 the last one.</div> <div>3 Yes, ma'am.</div> <div>4 MEMBER OF PUBLIC: Okay. Regarding the</div> <div>5 Game & Fish being approached in 2002 and 2003, have</div> <div>6 the discussions continued since then, because a lot</div> <div>7 of information has been learned about appropriate</div> <div>8 wildlife crossing structures since 2002, and made</div> <div>9 leaps and bounds of discovery since that time.</div> <div>10 UNIDENTIFIED SPEAKER: Not specifically on</div> <div>11 that topic, no.</div> <div>12 MEMBER OF PUBLIC: Okay.</div> <div>13 THE FACILITATOR: One last question, the</div> <div>14 others remaining here we either addressed earlier</div> <div>15 tonight or have been referenced in the EIS, the</div> <div>16 draft. So we'll put the responses to these on the</div> <div>17 Internet so we have time for closing. Fair enough?</div> <div>18 The last question, then, from Scott</div> <div>19 Sprague, "What about the Tucson Shovelnose Snake?,"</div> <div>20 is that what it's called, it is another candidate</div> <div>21 species in the region.</div> <div>22 MR. SPARGO: Yeah, it is a candidate</div> <div>23 species, so therefore, as a candidate species</div> <div>24 therefore it isn't something that has a regulatory</div> <div>25 requirement, but it will be considered. The initial</div> <div>Page 103</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.

Code	Comment Document
1	1 ANONYMOUS SPEAKER: Basically I'm opposed
2	2 to the freeway coming through my neighborhood. I would
3	3 prefer to see the alternative W101, western option. I
4	4 live in this neighborhood, I have for a while. I call it
5	5 home. I don't want a freeway that's going to bring
6	6 pollution and crime, displace a lot of good folks. I
7	7 just think we need to go as far west as possible.
8	8 I think we need to rethink this whole thing so
9	9 you're not displacing people in any of these locations.
10	10 I don't think it should depend on money. I don't think
11	11 people who have money should be making these decisions.
12	12 I think it should be the people who live in these
13	13 neighborhoods. I want our opinions to count. I want my
14	14 voice to be heard.
15	15 I can't imagine living right behind a
16	16 freeway. It's going to take away what I call home.
17	17 That's not an option. They are ruining lives. I'm not
18	18 going to stand for it. You know, I don't want it in my
19	19 backyard. What I'm saying is: I don't want it in my
20	20 backyard.
21	21 I want to know how they are coming up with
22	22 these alternatives. I want these people to come into
23	23 these neighborhoods and see us face to face and see what
24	24 you're taking away. These homes have been here for
25	25 years.
Page 7	
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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	Neighborhoods/Communities	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
4	Neighborhoods/Communities	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	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	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 was 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 Draft Environmental Impact Statement.
7	Neighborhoods/Communities	While the W59 Alternative is adjacent to residential areas, a freeway has been planned in this location for many years (see Draft Environmental Impact Statement pages 4-16 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	Alternatives	Chapter 3 in the Draft Environmental Impact Statement details the process used and alternatives developed in the course of the project.

Code	Comment Document
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1	They need to go back to the drawing board
2	and rethink it. I don't think any of these people are
3	living in any of the neighborhoods they are destroying,
4	so I guess that's what I want to say. It's just sad.
5	It's a sad day when you take down somebody's home and not
6	care. It's just sad.
7	* * * *
8	(Proceedings concluded at 7:00 p.m.)
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Code	Issue	Response
9	Public Involvement	Chapter 6 in the Draft Environmental Impact Statement details the public outreach for this project. Pages 6-11 through 6-15 list the numerous meetings that the Arizona Department of Transportation has had with organizations, City of Phoenix, community leaders, homeowners associations, informal meetings with political leaders, etc. Numerous public meetings have been held throughout the Study Area to share information about the project.

Code	Comment Document
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1 creator was from there, and he created us from out of
2 clay. That was used on the mountain.

3 Maybe you people don't believe in any of that. You
4 don't care. You just came out of nowhere, the dust of
5 something. We don't know where you came from -- where
6 you came from. We know where we came from and our
7 beliefs. We know where we were created. I don't know
8 where you people were created and you probably don't
9 know either. That's why it's probably not significant
10 to you. That's not our fault. That's your fault for
11 leaving your land, then you would know where you came
12 from. Let me see. Ok. I'm running out of stuff to
13 say. Thank you.

14 FRANK EVEN: We need the highway badly. The only
15 question we have is, can it be sooner rather than later.
16 I mean, seriously. No, I mean, just in time to work, my
17 commute on Baseline is miserable. Too much stop and go.
18 It takes anywhere from 20 to 30 minutes to travel 14
19 miles, whereas with the new highway, I'll be able to do
20 that in 10 to 15 minutes and probably use less gas in
21 the process. The end. Please start it in 2013 instead
22 of 2014 or I'll have to move out of the area. Now, the
23 end.

24 ANONYMOUS SPEAKER: I want it faster. I have
25 been waiting many, many years for this.

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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. This expansion will create more jobs, in return more revenue for the state. Build the W59 and EI help our economy

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)

15-138

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>1</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: 3:17 PM</td></tr><tr><td>CALLER: ANONYMOUS1</td><td>CALLER ADDRESS: SUN LAKES, AZ</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div><div>CALLER REMARKS/QUESTIONS:</div><div>I support the planning and construction of the South Mountain Freeway. I live in Sun Lakes and think the freeway would be a great asset to the community.</div></div></div></div>		INCOMING CALL DATE: 05/9/13	INCOMING CALL TIME: 3:17 PM	CALLER: ANONYMOUS1	CALLER ADDRESS: SUN LAKES, AZ	PHONE:	EMAIL:
INCOMING CALL DATE: 05/9/13	INCOMING CALL TIME: 3:17 PM						
CALLER: ANONYMOUS1	CALLER ADDRESS: SUN LAKES, AZ						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div>1 though we're right next door until we and our kids and</div> <div>2 our people realize that we can make bigger strides if we</div> <div>3 apply ourselves and our children and not be afraid to</div> <div>4 stand in places where we need to stand up. That's about</div> <div>5 it.</div> <div>6 Thank you very much.</div> <div>7 MS. FORGY: My name is Janet Forgy. I</div> <div>8 have lived in Laveen area, the 67th Avenue and Baseline</div> <div>9 subdivision, Laveen Meadows, for about six years in</div> <div>10 November. And I can tell you we desperately need to have</div> <div>11 this 202. It's imperative. It's like we're out in the</div> <div>12 boondocks. Businesses are not developing. We have to go</div> <div>13 five miles to get to I-10, that's the shortest distance,</div> <div>14 five or 13 miles to get to an interstate.</div> <div>15 I-10 is like a parking lot sometimes.</div> <div>16 There's no development of businesses. I mean, there's</div> <div>17 nothing. We need that desperately, and so I strongly</div> <div>18 encourage the 202 to be developed as soon as possible</div> <div>19 without any delays cause we definitely need it.</div> <div>20 UNIDENTIFIED SPEAKER: One of the things I</div> <div>21 want to stress is that when I purchased my house in</div> <div>22 November of 2007 I saw the possibilities of development</div> <div>23 and I was assured that it was going to be developed. It</div> <div>24 subsequently has not. As a matter of fact I understand</div> <div>25 because of the economic situations, things had a way of</div> <div>Page 7</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

Code	Issue	Response

Code

Comment Document

1

1 everything going downhill, but what it's done is it's
2 just made it even worse in that area because of no
3 development, not only because of the economy, but there's
4 just no roads, no highways. We're just kind of like very
5 secluded.

6 This should have been done a long time
7 ago. It needed to be done a long time ago. We've got to
8 look at the big picture.

9 And I looked at the studies. It looks
10 like it's been done very thoroughly. It looks like all
11 interests have been taken into account. Now it's time to
12 get going on it and quit playing.

13 MR. WINNER: I live at 47th Avenue and
14 Baseline roughly. I support the freeway coming through.
15 I have a three-year-old daughter and the first two years
16 of her life she was chronically ill. I was in and out of
17 the hospital. The closest children's pediatric urgent
18 care is at Central and Baseline. The closest hospital is
19 obviously in downtown. There's nothing -- west there's
20 Thunderbird and there's another hospital, I believe it's
21 on 5th Avenue, so I support it primarily for the expected
22 hospital facility that they are going to be putting in.

23 That's it. Simple.

24 UNIDENTIFIED SPEAKER: The problem with
25 I-10 is it turns into a bottleneck, and they are not

Page 8

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div>Document Created: 7/1/2013 4:00:14 PM by Web Comment Form</div> <div><div><div>1</div><div>2</div><div>3</div><div>4</div><div>5</div></div><div><p>To Whom it May Concern:</p><p>I am a concerned homeowner in the Ahwatukee Foothills community who is not in favor of building the Loop 202 South freeway along Pecos Rd. The only thing between my home and the new freeway is an empty strip of land (a wash). I am of the understanding that my home is not considered to be in the right of way, and thus not eligible for housing relocation. My quality of life will change for the worse if the freeway is built, since I will have to not only endure all of the negative impacts of the construction of a major freeway in very short proximity to my home, but also will be subject to long term increased traffic noise, environmental pollution and the overall general change of the fabric of my community. My home, my quality of life, and community will suffer negatively if the freeway is built. Please do not build.</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	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 Draft Environmental Impact Statement pages 4-16 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	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix. Agencies may acquire only those properties located entirely or partly within the project right-of-way limits (see Draft Environmental Impact Statement page 4-45).
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	

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>1 UNIDENTIFIED SPEAKER: Basically I guess</p> <p>2 I have a lot of questions about the pollution issue</p> <p>3 because I don't think that's really been analyzed</p> <p>4 enough or discussed enough. And the fact that we</p> <p>5 sort of have an environment here where we kind of go</p> <p>6 up in elevation up to the mountain, and I live right</p> <p>7 at the base of the mountain. I guess I'm more</p> <p>8 concerned about pollution issues because I understand</p> <p>9 it's going to get a lot of truck traffic, and trucks</p> <p>10 are pretty dirty, dirtier than cars. So I'm more</p> <p>11 concerned about the pollution issue than I am about</p> <p>12 the sound issue.</p> <p>13 Obviously if I lived next to the proposed</p> <p>14 freeway, I would be more concerned about the sound</p> <p>15 issue, but I'm three miles up, so, but I have mixed</p> <p>16 emotions about it. I am on the surface right now not</p> <p>17 really understanding everything about it. I'm</p> <p>18 opposed to it. And I think the only way that we</p> <p>19 could even begin to get our voices heard would be to</p> <p>20 mobilize and litigate against it, but I -- I don't</p> <p>21 know if people are afraid enough or understand it</p> <p>22 enough, you know, to form a big enough organization.</p> <p>23 I can see from a city standpoint to</p> <p>24 complete the loop and put us where we're supposed to</p> <p>25 be, but from an environmental standpoint, that's my</p> <p>Page 7</p> <p>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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

Code	Comment Document
1 4	<div>1 come up with some scientific evidence that pollution</div> <div>2 won't increase. But how will that increased</div> <div>3 pollution settle up against the mountain? Because</div> <div>4 that's one of the beauties is that the pollution</div> <div>5 index is very high on the other side of the mountain.</div> <div>6 Over here, minimal. So, I mean, that's -- that's one</div> <div>7 of my major concerns.</div> <div>8 And obviously if you have an eight-lane</div> <div>9 freeway, you're dramatically increasing the</div> <div>10 pollution. But other than that, great looking plan.</div> <div>11 I don't like them cutting up the mountain. I just go</div> <div>12 out the door and I'm on the mountain. I don't go</div> <div>13 that far down. I don't want to stop progress, but I</div> <div>14 have to make a stand at some point.</div> <div>15 That's a hell of a presentation that</div> <div>16 ADOT's done. A tremendous amount of work. Very well</div> <div>17 done.</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>
1	
5	
Page 9	
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Code	Issue	Response
4	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.
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.

Code	Comment Document
1	<p>From: Projects To: ADOT Subject: FW: 202 bypass Date: Wednesday, May 15, 2013 11:12:21 AM</p>
	<p>From: Sunctklobz@aol.com [mailto:Sunctklobz@aol.com] Sent: Wednesday, May 15, 2013 11:01 AM To: Projects Subject: 202 bypass</p>
	<p>get off dead center and geter done.</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
	<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><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>1</div><div><p>Comments must be received or postmarked by July 24, 2013.</p><p>I FAVORED THE CONSTRUCTION OF THE 202 LOOP FOR REASONS DESCRIBED BELOW WILL BE GREATLY REDUCED.</p><p>1) TRAVEL TIME ALONG THE 10 FREEWAY FROM 59TH AVE TO 60TH FREEWAY INTERSECTION.</p><p>2) REDUCED TRAVEL TIME MEANT LESS GAS COST, LESS ENVIRONMENTAL IMPACT ON OZONE PRODUCTION - KEYS THAT AFFECTS OUR ENVIRONMENT (AIR WE BREATHE & POLLUTION.</p></div></div> <div><div>Optional</div><div><div>Name</div><div>Email</div></div><div><div>Address</div></div><div><div>City</div><div>State</div><div>Zip</div></div><div><div>Phone</div><div>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</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
1		Comment noted.

Code	Comment Document
TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE	
INCOMING CALL DATE: 05/9/13	INCOMING CALL TIME: 3:18 PM
CALLER: ANONYMOUS2	CALLER ADDRESS:
PHONE:	EMAIL:
CALLER REMARKS/QUESTIONS: I support the planning and construction of the South Mountain Freeway.	

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div>1 everything going downhill, but what it's done is it's</div><div>2 just made it even worse in that area because of no</div><div>3 development, not only because of the economy, but there's</div><div>4 just no roads, no highways. We're just kind of like very</div><div>5 secluded.</div><div>6 This should have been done a long time</div><div>7 ago. It needed to be done a long time ago. We've got to</div><div>8 look at the big picture.</div><div>9 And I looked at the studies. It looks</div><div>10 like it's been done very thoroughly. It looks like all</div><div>11 interests have been taken into account. Now it's time to</div><div>12 get going on it and quit playing.</div><div>13 MR. WINNER: I live at 47th Avenue and</div><div>14 Baseline roughly. I support the freeway coming through.</div><div>15 I have a three-year-old daughter and the first two years</div><div>16 of her life she was chronically ill. I was in and out of</div><div>17 the hospital. The closest children's pediatric urgent</div><div>18 care is at Central and Baseline. The closest hospital is</div><div>19 obviously in downtown. There's nothing -- west there's</div><div>20 Thunderbird and there's another hospital, I believe it's</div><div>21 on 5th Avenue, so I support it primarily for the expected</div><div>22 hospital facility that they are going to be putting in.</div><div>23 That's it. Simple.</div><div>24 UNIDENTIFIED SPEAKER: The problem with</div><div>25 I-10 is it turns into a bottleneck, and they are not</div></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	<div><p>1 improving I-10 as far as adding additional lanes. I know</p><p>2 the 202 is going to take a while to merge, but it's a</p><p>3 bottleneck right there and this is going to make it worse</p><p>4 because people are going to be coming down the 202 to go</p><p>5 down for morning rush hour and then going home just the</p><p>6 opposite. It's going to make that area worse.</p><p>7 From the 101 to around 35th Avenue is a</p><p>8 nightmare in the morning, a nightmare, just a parking</p><p>9 lot, a parking lot. And then coming home it's flip</p><p>10 flopped. And I don't see them improving the I-10 at</p><p>11 least adding one lane on each side. They are not doing</p><p>12 nothing there.</p><p>13 Instead of building this freeway, why</p><p>14 don't they just make our freeway wider?</p><p>15 That's my comment plain and simple. If</p><p>16 they are going to add a freeway to a freeway, they need</p><p>17 to add extra lanes to the freeway they are adding it to.</p><p>18 Get rid of this bottleneck we have or else it's even</p><p>19 going to get worse. It's a bottleneck now. It's going</p><p>20 to make it worse. No doubt about it.</p><p>21 I mean, the freeway is awesome if it was</p><p>22 all done at once, and it's not going to be. They will</p><p>23 stop it at Baseline. It's going to make it bad for a</p><p>24 long time for a lot of people. If it was done all the</p><p>25 way to 202 all at one time and then open it, yeah, it</p></div> <div><p>Page 9</p><p>Driver and Nix Court Reporters - (602) 266-6525</p><p>www.drivernix.com</p></div>

Code	Issue	Response
1	Alternatives, W59 Alternative Versus W101 Alternative	The proposed connection to Interstate 10 (Papago Freeway) would include substantial improvements (widening) along Interstate 10 to allow traffic to and from the South Mountain Freeway to smoothly enter and exit the Interstate 10 main line.
2	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.

Code

Comment Document

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

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Code	Issue	Response

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><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><div>123</div><div>Comments must be received or postmarked by July 24, 2013. I do not want this South Mountain Freeway because it will cause major air, noise and congestion pollution within</div></div><div><div>Optional</div><div><div>Name</div><div>Email</div></div><div><div>Address</div></div><div><div>City</div><div>State</div><div>Zip</div></div><div><div>Phone</div><div>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><div>ADOT TRACS No.: 2021 MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)</div><div>13-150</div></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>

Code	Issue	Response
1	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Noise	
3	Purpose and Need	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>UNIDENTIFIED SPEAKER: I live in the Lakewood community which I moved into in 1992 for one reason is the fresh water well fed -- fresh water wells. That's fresh water. Like, that's all we have is the lake. We don't have a golf course. We don't have anything else but that fresh water lake that's literally filled with well water which we own as the owners of Lakewood properties.</p> <p>And they're telling us now that the lake's -- I mean, the wells will be gone and they said they could come up with an alternative water source, but that's not acceptable. Those are stocked with fish and that's the entire reason you would live in Lakewood. Everything centers around that lake. All of our greenbelts are around the lake. So I'm totally opposed to this freeway for that and for the possible climate.</p> <p>We've got climate warming and everything else and putting concrete all around that entire community the way they want to do it, forget it. They're going to destroy our quality of life. So I'm completely opposed to this, and I really want the wells addressed because we do not want reclaimed water. We don't want -- we don't want any reclaimed water. We don't want any city water to fill that</p>
	<p>Page 10</p> <p>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
1	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.
2	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)].
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 Draft Environmental Impact Statement pages 4-16 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>1 lake. We want our well water. Those are our wells</div><div>2 and from what they told us, they can't.</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>Page 11</div><div>Driver and Nix Court Reporters - (602) 266-6525</div><div>www.drivernix.com</div></div></div>

Code	Issue	Response

Code	Comment Document
1	<div><p>From: Projects To: ADOT Subject: FW: Build the South Mountain Freeway Date: Tuesday, May 14, 2013 9:46:07 AM</p><hr/><p>From: ROJcocola@aol.com [mailto:ROJcocola@aol.com] Sent: Friday, May 10, 2013 6:57 PM To: Projects Cc: info@buildthe202.com Subject: Build the South Mountain Freeway</p><p>PLEASE BUILD THE SOUTH MOUNTAIN FREEWAY!</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><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><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><div><div><div>1</div><div><p>I think that, traffic issues aside, the proposed expansion will be beneficial to economic growth along the new corridor. Not to mention the jobs the construction itself will bring to the valley for years.</p></div></div></div><div><div>Optional</div><div><div>Name</div><div>Email</div></div><div><div>Address</div></div><div><div>City</div><div>State</div><div>Zip</div></div><div><div>Phone</div><div>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><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></div></div></div></div>

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1	<div>1 get around the way we used to anymore and it's nearly</div> <div>2 impossible to get from our place to Ahwatukee, so we are</div> <div>3 in favor of -- we support the building of the freeway.</div> <div>4 We think it's way past time.</div> <div>5 Thank you.</div> <div>6 UNIDENTIFIED SPEAKER: I feel that while</div> <div>7 the study has been -- followed the process, it needs to</div> <div>8 be completed. It's been 12 years since this study has</div> <div>9 gone on. I think it's high time they finish it up and</div> <div>10 develop a road and move on with design. And I'm a</div> <div>11 proponent of having it on Pecos Road alignment. I'm a</div> <div>12 proponent of tying it into the 101, Loop 101, instead of</div> <div>13 59 like Phoenix wants it.</div> <div>14 I also feel Phoenix, it has been some of</div> <div>15 the delay because they allowed planning or community</div> <div>16 development along the Ahwatukee area when they could have</div> <div>17 easily set aside property and right-of-way. So I feel a</div> <div>18 lot of onus belongs to the City of Phoenix, not ADOT.</div> <div>19 Other communities have set aside properties as freeways</div> <div>20 have moved through. I'm talking about the East Valley in</div> <div>21 particular.</div> <div>22 I'm a proponent of the South Mountain</div> <div>23 Freeway. I do not feel that air quality is an issue.</div> <div>24 And Ahwatukee is very -- there are a lot of opponents to</div> <div>25 Ahwatukee area, vocal, and they bring -- I think because</div> <div>Page 13</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>
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	Acquisitions and Relocations	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 Draft Environmental Impact Statement.

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	<div><div></div><div>1 of the social status down there they have a lot of -- a 2 strong voice unfortunately. 3 I don't care how they build it. I just 4 hope they build within the next five, ten years. That's 5 all I have to say. 6 UNIDENTIFIED SPEAKER: Maricopa County has 7 about five or six million people. It takes a certain 8 number -- a certain amount of facilities to move traffic 9 for five or six million. Probably there's three plus 10 million cars. 11 The corridor from California to the East 12 Coast, we're right in the way. This tunnel down here was 13 the last piece of I-10 that was built and opened, so we 14 have been in bottleneck for a long time. Coming from 15 across 10, this is really and truly parallel to I-40 and 16 I-10 and they both go all the way coast to coast 17 virtually. And so we need this commercial -- I'm hunting 18 the word -- to be tied to a commercial link. 19 We're right out here in the middle of the 20 desert not doing squat except collecting cactus, so it 21 would be a good thing for us to have a link commercially 22 between West Coast and East Coast and we do after a 23 fashion. 24 I-40 doesn't go through either Tucson or 25 Phoenix. I-10 does. So we need to do everything we can</div></div> <div>Page 14</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

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LOOP 202

South Mountain

Freeway Study

2013

Draft Environmental Impact Statement

COMMENT FORM

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

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

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

It is helpful to ADOT to receive comments on:

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

• Any information you feel is incomplete or incorrect.

• How the proposed action would affect you.

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

THE ESSENSE OF THE LAKEWOOD COMMUNITY IS OUR FRESH WATER LAKES WHICH ARE FED BY FRESH WATER WELLS.

NO ACTION!

1

I purchased my house in Lakewood in 1992 because of the spectacular environment & the well's fresh water lake - NO RECLAIMED WATER! NOT CITY WATER!

I do not want my quality of life adversely affected by another freeway. Our lakes in Lakewood are fed by wells - fresh water wells. Our lake water is not city water or reclaimed water!

We do not want these fresh water wells impacted by a freeway. Lakewood Residents own these wells & we do not want a substitute water source.

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	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.

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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	Noise	
3	Air Quality	
4	Neighborhoods/Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Draft Environmental Impact Statement pages 4-16 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	Issue	Response
1		Comment noted.

Code

Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 05/10/13	INCOMING CALL TIME: 10:16 AM
CALLER: ANONYMOUS4	CALLER ADDRESS: 10605 N. MASCAL LANE, FOUNTAIN HILLS, AZ 85268
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:
Build the South Mountain Freeway now.

1

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	<div>1 of the social status down there they have a lot of -- a</div> <div>2 strong voice unfortunately.</div> <div>3 I don't care how they build it. I just</div> <div>4 hope they build within the next five, ten years. That's</div> <div>5 all I have to say.</div> <div>6 UNIDENTIFIED SPEAKER: Maricopa County has</div> <div>7 about five or six million people. It takes a certain</div> <div>8 number -- a certain amount of facilities to move traffic</div> <div>9 for five or six million. Probably there's three plus</div> <div>10 million cars.</div> <div>11 The corridor from California to the East</div> <div>12 Coast, we're right in the way. This tunnel down here was</div> <div>13 the last piece of I-10 that was built and opened, so we</div> <div>14 have been in bottleneck for a long time. Coming from</div> <div>15 across 10, this is really and truly parallel to I-40 and</div> <div>16 I-10 and they both go all the way coast to coast</div> <div>17 virtually. And so we need this commercial -- I'm hunting</div> <div>18 the word -- to be tied to a commercial link.</div> <div>19 We're right out here in the middle of the</div> <div>20 desert not doing squat except collecting cactus, so it</div> <div>21 would be a good thing for us to have a link commercially</div> <div>22 between West Coast and East Coast and we do after a</div> <div>23 fashion.</div> <div>24 I-40 doesn't go through either Tucson or</div> <div>25 Phoenix. I-10 does. So we need to do everything we can</div> <div>Page 14</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

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1	<div><p>1 to facilitate the movement of goods through Phoenix. If</p><p>2 you come across 10 under this tunnel that we really</p><p>3 didn't need and go around the curve past the airport,</p><p>4 it's a constant strain and congestion. If you come down</p><p>5 I-17 and it curves and go out, 17 is stopped from the</p><p>6 Stack to where 17 meets 10. Well, that don't work. Now,</p><p>7 if anything happens, an accident or anything, it's tied</p><p>8 up for hours.</p><p>9 If we build the south -- build the 202,</p><p>10 it's more than just a reliever. It will be used. They</p><p>11 say it will move 150,000 cars, vehicles, a day. No, it</p><p>12 won't. It will try to move 200,000 a day because, when</p><p>13 I-17 and I-10 find out they can get by with not having to</p><p>14 come through downtown Phoenix, they will use it and the</p><p>15 traffic will increase, not exponentially, but almost. It</p><p>16 will increase linearly.</p><p>17 And I know there are a lot of</p><p>18 environmental impacts. I've been doing this all my life.</p><p>19 So the problem is that there are a number of people that</p><p>20 will be impacted, all 285 of them as opposed 200,000</p><p>21 every day. I feel sorry for the people that are</p><p>22 impacted; however, there is, to my way of thinking, a</p><p>23 greater good.</p><p>24 My stories can get pretty long and windy.</p><p>25 In the end, there is a greater good and</p></div> <div><p>Page 15</p><p>Driver and Nix Court Reporters - (602) 266-6525</p><p>www.drivernix.com</p></div>

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	<div>1 the greater good is right now Maricopa County could stand</div> <div>2 a two billion dollar boost, you know. That's what it's</div> <div>3 going to cost roughly. And that will all be spent in</div> <div>4 Maricopa County.</div> <div>5 Finally somebody is talking about it. The</div> <div>6 governor came out with a letter and she was the first one</div> <div>7 I read that mentioned the economic benefit of building</div> <div>8 the 202 South Mountain.</div> <div>9 There -- I'm trying -- I'm hunting for a</div> <div>10 place to put a period.</div> <div>11 It's not that I'm not sympathetic to the</div> <div>12 Indian community, but they have delayed this long enough.</div> <div>13 And, in fact, you know, they play games, "Well, we're</div> <div>14 going to vote about putting it on our land."</div> <div>15 When they did 101 on the east side, the</div> <div>16 people in Scottsdale said, "Well, put it on the Indian</div> <div>17 land." They did not understand that this was a separate</div> <div>18 sovereign country and you don't condemn a separate</div> <div>19 sovereign country's land, so they did this after the</div> <div>20 Pimas came out and closed their half of the Pima Road.</div> <div>21 Here was all these cars now having four lanes of cars on</div> <div>22 two lanes.</div> <div>23 ADOT started buying right of way through</div> <div>24 Scottsdale. Well, as time went on, negotiations with the</div> <div>25 Pimas picked up and they were able to -- they didn't buy</div> <div>Page 16</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

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	<div><div><div>1 the right-of-way. They leased the right-of-way for two</div><div>2 or 300 years. Indians can't sell it. They can lease it.</div><div>3 The social benefit, the economic benefit to the Pimas,</div><div>4 they ultimately got \$189 million, a promise to buy all</div><div>5 the materials from them, a promise to hire their young</div><div>6 men to work on the project. They was pretty smooth.</div><div>7 They beat the White man at his own game. Now they are</div><div>8 pretty prosperous.</div><div>9 They've got a lot of coins in their</div><div>10 pocket. These poor people that need help, the social</div><div>11 help, like, you know, all the old people are hunting for</div><div>12 a place to live and it's getting harder and harder to</div><div>13 find nursing care, you know, just because of the money.</div><div>14 Well, this is an opportunity for them to ensure the</div><div>15 economy of the 35,000 people. I would hope that they</div><div>16 would get on board. They haven't yet. And I don't agree</div><div>17 with that. I can see that it can work like it did for</div><div>18 the Pimas.</div><div>19 The road, I-10 from Phoenix to Tucson, is</div><div>20 being widened to three lanes each way. It's really nice,</div><div>21 maybe four lanes in some areas. Where I-10 crosses the</div><div>22 GRIC land, it spans two lanes. GRIC wants to know,</div><div>23 "Well, where is our widening?"</div><div>24 We ain't widening theirs. It's not a</div><div>25 revenge motive. It's just they're too hard to deal with.</div></div><div>Page 17</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

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	<div><div><div>1 It's still their land. The right-of-way that I-10 is on</div><div>2 where the highway is built still belongs to the GRIC, so</div><div>3 they have -- they have took dead aim at their foot and</div><div>4 shot it, just about shot it off. I'm sorry.</div><div>5 In fact, my great, great grandmother was a</div><div>6 full blooded Chickasaw, so I have not animus. I'm not</div><div>7 anti-Red man but I'm anti being dumb, that's what I'm</div><div>8 anti.</div><div>9 President Eisenhower signed the Interstate</div><div>10 Act in 1956. The interstate system provided a means to</div><div>11 make these connections. It was more than just a new</div><div>12 highway system. All these cities with 50,000 population</div><div>13 or more were connected all over the United States. These</div><div>14 connections would connect us and Tucson, us and Denver,</div><div>15 us and LA, on and on, Utah, Salt Lake City. I don't want</div><div>16 to leave Salt Lake City out.</div><div>17 When the interstate system started, there</div><div>18 was not a link between Phoenix and Flagstaff. There was</div><div>19 an old Army road that you pulled your mules on wagons</div><div>20 through. It went up toward Payson. I walked it. I</div><div>21 worked on 87. Well, it followed the old Army road that</div><div>22 would eventually get you to Flagstaff. Flagstaff was a</div><div>23 pretty big place then.</div><div>24 You're getting a history lesson, you know.</div><div>25 Now I-40, it replaced U.S. 66. U.S. 66</div></div><div>Page 18</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>


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	<div><div><div>1 came from Chicago almost to L.A. It was a historic road. 2 There was not very many transcontinental roads around 3 then. U.S. 66 connected Chicago with the West Coast. 4 That was good because they could haul -- we had two ways 5 to get commerce to the West Coast and from the West Coast 6 to the middle of the country-- trains and highways. The 7 highways were not very fast. They went through every 8 town of a hundred people, so you can imagine how many 9 stop signs and stop lights there were from L.A. to 10 Chicago. I-40 replaced most of that. 11 You could drive all the way from Chicago 12 to L.A. and all you had to do was stop for gas and go to 13 the restroom. And you could do it at high speeds, at 14 70 miles an hour. It meant the size of the trucks could 15 increase to haul more commerce. They originally were 16 like 40, 45 feet, the trailers were 40, 45 feet long, 17 then they started putting two of them together. That was 18 like a train on the road rather than on the tracks. 19 Well, the rails fell into disrepair 20 because of a lot of reasons, but, if you notice a lot of 21 places you'll see railroad ties as architectural 22 landscaping. Well, they came from the railroads that was 23 taken out, so the idea of the highways being a commercial 24 link that link the whole United States, they hadn't 25 thought of that ahead of time. They might have dreamed</div></div><div>Page 19</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

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	<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</div> <div>www.drivernix.com</div>

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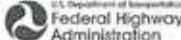

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1	Groundwater	If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner would be compensated by drilling a new well according to State regulations/standards. (See the text box on Final Environmental 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
12	<div><div>1UNIDENTIFIED SPEAKER: You know what's</div><div>2sad about Arizona, put the -- put the freeways in</div><div>3first and give us a chance to say whether we want to</div><div>4live near something. Don't take our quality in 20</div><div>5years and then put something like that on top of us</div><div>6and say tough luck now. You know, you don't devalue</div><div>7someone's property.</div><div>8Put the freeways around. If people want</div><div>9to choose to live by them afterwards, then build it</div><div>10around stuff, but don't add stuff later that destroys</div><div>11quality of life, right? That's what they're doing.</div><div>12That's absolutely appalling and that's what they've</div><div>13done.</div><div>14I've been here 35 years and they do it</div><div>15everywhere and enough is enough. They've done it to</div><div>16other communities. They've destroyed other</div><div>17communities. We don't want it, so...</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 13</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</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 Draft Environmental Impact Statement.
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 Draft Environmental Impact Statement pages 4-16 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.

Code	Comment Document
1	
	<p>From: Projects To: ADOT Subject: FW: Build 202. Date: Friday, May 17, 2013 8:50:19 AM</p>
	<p>From: lc5w [mailto:lc5w@yahoo.com] Sent: Friday, May 17, 2013 4:30 AM To: Projects Subject: Build 202.</p> <p>Sent from my Samsung Epic™ 4G Touch</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><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><i>This proposed action will allow me to travel to my family easier. Also, this alignment will bring more jobs to the area. Better access to the South Mountain recreation areas</i></p></div><div><p>Optional</p><p>Name _____ 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><p>ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)</p><div><div></div><div>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</div></div></div></div>

Code	Issue	Response
1		Comment noted.

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: 5:02 PM</td></tr><tr><td>CALLER: ANONYMOUS</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div>CALLER REMARKS/QUESTIONS: I am very much in favor of the freeway.</div></div>	INCOMING CALL DATE: 05/13/13	INCOMING CALL TIME: 5:02 PM	CALLER: ANONYMOUS	CALLER ADDRESS:	PHONE:	EMAIL:
	INCOMING CALL DATE: 05/13/13	INCOMING CALL TIME: 5:02 PM					
	CALLER: ANONYMOUS	CALLER ADDRESS:					
	PHONE:	EMAIL:					

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div><div><div><div></div><div>LOOP 202</div></div></div><div><div></div><div>South Mountain</div></div></div><div><div></div><div>Freeway Study</div></div></div></div>

Draft Environmental Impact Statement

COMMENT FORM

Ahwatukee Public Forum Meeting
6/18/13 4:00 PM to 7:00 PMNO ACTION! LAKEWOOD OWNS WELLS!

1

I am very concerned how it is going to affect Lakewood and the Lake. The wells were on the books before the Freeway. Also, I am concerned about the water to the Lake at Miralago where my brother owns.

2

3

The Freeway on Pecos will severely affect Lakewood because reclaimed water will smell! Also, the Lagos School is right on Pecos. It is going to hurt our property values! Lakewood already has á crime due to its proximity to the freeway easy access in and out.

Geri Thompson
15830 S. 36th Street
Phoenix, AZ 85048
480-239-7589
gerithompson@gtcallhome.com

Code	Issue	Response
1	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.
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	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
<div><div>1234</div></div>	<div><div><div>1UNIDENTIFIED SPEAKER: We are totally</div><div>2opposed to it because of the noise and the pollution,</div><div>3and we do not want an exit off 17th Avenue because</div><div>4that will increase the amount of crime in the area.</div><div>5So we're totally opposed to that.</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 27</div><div>Driver and Nix Court Reporters - (602) 266-6525</div><div>www.drivernix.com</div></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	
3	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.
4	Neighborhoods/Communities	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.

Code	Comment Document
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LOOP 202

South Mountain

Freeway Study

2013

Draft Environmental Impact Statement

COMMENT FORM

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

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

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

It is helpful to ADOT to receive comments on:

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

Any information you feel is incomplete or incorrect.

How the proposed action would affect you.

1

Comments must be received or postmarked by July 24, 2013. Completion of the loop 202 would improve the economy and highway travel throughout the valley drastically. It should be completed as soon as possible, as the project will only be more costly as more time passes. Some say it will cause environmental harm, but it would actually reduce total pollution. Development would also only affect a very small portion of South Mountain, which the native tribes had the opportunity to prevent. Please move forward with construction.

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		Comment noted.

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 highly think they ought
to build the 202. Just moving from the midwest I find the
traffic situation a disgrace. I would not move to the area specifically
because of it. It will bring people, money, jobs, and opportunity for
those that move to the area.

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		Comment noted.

Code	Comment Document
1	<div><p>1 don't get their jobs back. We'll give them to people with</p><p>2 sense in their heads.</p><p>3 Anyhow, thanks for listening. ADOT, you're</p><p>4 depressing as always.</p><p>5</p><p>6 * * *</p><p>7</p><p>8 UNIDENTIFIED SPEAKER: The biggest thing right</p><p>9 now, I think, is why is it that it's only one day and</p><p>10 during the workday, like, this particular public hearing</p><p>11 and the forum and everything like that? Because normal</p><p>12 people work Monday through Friday, 8:00 to 5:00, so it</p><p>13 seems like it would be better, like, on a weekend, all day</p><p>14 Saturday and all day Sunday.</p><p>15 Because there's a lot of information for people</p><p>16 to kind of comprehend, especially for the people who may</p><p>17 be newer to the community and not familiar with the NEPA</p><p>18 process, not familiar with the technical process, I think</p><p>19 a bigger span of time would have been better.</p><p>20</p><p>21 * * *</p><p>22</p><p>23 MR. CASTLE: Patrick, C-a-s-t-l-e.</p><p>24 I just spoke in the other room, but I think that</p><p>25 the key thing that we saw in years in living in an area</p></div> <div>Page 7</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response
1	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>The Draft Environmental Impact Statement had a 90-day comment period—twice the duration that federal regulations require. A public hearing was held on May 21, 2013, at the Phoenix Convention Center from 10 a.m. to 8 p.m. where individuals provided comments for up to 3 minutes in front of a project team panel or provided comments with no specific time limit to a court reporter. Comment forms were available for written comment.</p> <p>At any time during the 90-day period, comments could be made using e-mail, phone, the project Web site, and by mail. Six additional community forums were held at locations within and in close proximity to the Study Area.</p>

Code	Comment Document
	<div><div>LOOP 202</div><div>South Mountain Freeway Study</div><div>2013</div></div> <div>Draft Environmental Impact Statement</div> <div>COMMENT FORM</div> <div>Additional Comments:</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> <div><p>This "plan" has been going on much too long. In spite of what was in place 20 years ago, it should have been re-evaluated once so much of Ahwatukee was developed.</p><p>You are forcing a huge, ugly road on a community that was developed to be family-friendly, safe and, yes, sheltered.</p><p>The funding for this road will not allow a highway to be built below grade to help reduce noise. There are schools too close to the roadway. There are homes that will be destroyed.</p><p>Please work more with the Indian Community and give them time to work thru their own process, slow though it may be.</p><p>After this many years this road on the Pecos Alignment is a terrible idea. It will be a truck route - no doubt about it.</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	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 Draft Environmental Impact Statement pages 4-16 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	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 Draft Environmental Impact Statement pages 3-15 and 3-18).
4	Noise	Although depressing the freeway would reduce noise levels, noise walls would still be needed to further reduce noise to meet the Arizona Department of Transportation noise policy. Whether the freeway is built aboveground with tall walls or belowground with shorter walls, the final mitigated noise levels would be nearly the same at nearby residences. The major disadvantage of building a depressed freeway would be the increased construction cost and the possible acquisition of additional right-of-way for pump stations and retention basins.
5	Health Effects	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
6	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, 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	Alternatives, E1 Alternative	
9	Purpose and Need, Truck Bypass	

Code	Comment Document
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25	<p>UNIDENTIFIED SPEAKER: You can just state there that I'm also totally opposed to the construction of this, and the reasons being for the fact that this will be additional noise, trucker traffic, pollution in an area that we purchased a home in in order to have the peace and quiet of the Ahwatukee atmosphere. And also particularly opposed to the exit off 17 having a new -- due to the fact that that will increase the crime rate in the area.</p> <p>Page 28</p> <p>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
1	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Purpose and Need, Truck Bypass	
3	Air Quality	
4	Neighborhoods/Communities	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Draft Environmental Impact Statement pages 4-16 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	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.
6	Neighborhoods/Communities	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.

Code	Comment Document
	<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><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>2</div><div>3</div><div>I am in opposition to the extension of the 202 for many reasons. Among them are noise, crime and more pollution.</div><div>Noise:</div><div>People move out to this area for a number of reasons. One of them is to get away from the noise of the city and freeways. This will end with the building of the 202.</div><div>Crime:</div><div>With the building of this freeway, neighborhoods will be much more accessible to criminals. This proposal contains too many exit ramps opening up neighborhoods to increased crime.</div><div>Pollution:</div><div>Eight to ten lanes of freeways will do nothing but add more pollution to the metro area, —→</div></div><div><div>Optional</div><div>Name _____ Email _____</div><div>Address _____</div><div>City _____ State _____ Zip _____</div><div>Phone _____ 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</div><div><div>U.S. Department of Transportation</div><div>Federal Highway Administration</div></div><div>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</div></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	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	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

LOOP 202

South Mountain

Freeway Study

2013

Draft Environmental Impact Statement

COMMENT FORM


Additional Comments: which already has a high level of pollution.

5 Finally, why can we not have areas free of interstates? This city has enough. Do you plan on putting one thru Cave Creek or cutting thru Desert Mountain in North Scottsdale?

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
5	Alternatives	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. There are no current plans to build a freeway through Cave Creek or Desert Mountain.

Code Comment Document

From: [Projects](#)
To: [ADOT](#)
Subject: FW: Indian Land
Date: Monday, May 20, 2013 8:45:05 AM

From: DasMole57@aol.com [mailto:DasMole57@aol.com]
Sent: Friday, May 17, 2013 5:38 PM
To: Projects
Subject: Indian Land

We support the freeway ONLY if it built on Indian Land.

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

1

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

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

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

BUILD MORE ROADS

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		Comment noted.

[illegible]

Code	Issue	Response

Code	Comment Document
	<div>4315</div> <div><div><div>1back on the I-10 and 51st Avenue, and that would relieve</div><div>2a lot of the truck traffic and accidents and other</div><div>3things.</div><div>4The other thing would be just -- that would</div><div>5also help pollution and air quality and cars idling and</div><div>6trucks idling. And so all of those benefits, I think,</div><div>7would be beneficial to building the freeway on that. And</div><div>8also HOV lanes and stuff would be included on the South</div><div>9Mountain Loop, so that's probably the main reasons why I</div><div>10support it.</div><div>11* * *</div><div>12MS. HERRING: Patrice Herring. And I</div><div>13definitely want a yes vote on the 202 for the W-59 link</div><div>14because I am a Laveen resident. I bought a house in</div><div>15Laveen because I was promised that this freeway was</div><div>16coming through. We have horrible traffic in our area.</div><div>17We have problems with the river -- when it gets flooded,</div><div>18getting over the river. Sometimes we're stuck where we</div><div>19can't even cross over to the other side of the city.</div><div>20This will reduce pollution, as well, and bring much</div><div>21needed businesses to the Laveen area, and link us to</div><div>22other areas of the city. We definitely need the Loop 202</div><div>23freeway and we need the W-59 route. Thank you.</div><div>24* * *</div><div>25UNIDENTIFIED SPEAKER: I really want you to</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
1	<div><p>1 build it as soon as you can. We need access to -- like a</p><p>2 hospital, I know they're building a hospital, and I want</p><p>3 to have a hospital close by. When it floods 67th and</p><p>4 91st, kind of out in the middle of nowhere, and it takes</p><p>5 a long time. We have to go all the way to 51st from</p><p>6 74th Avenue.</p><p>7 And my parents live in Apache Junction and</p><p>8 it takes us a long time to get from 74th to the 10, just</p><p>9 to get on the 60. And there's a lot of traffic lights</p><p>10 and they keep putting in more traffic lights and there's</p><p>11 more traffic and it's overwhelming.</p><p>12 And the closest mall is probably ten miles,</p><p>13 so that means more driving. I guess in order for us to</p><p>14 get a hospital in our area, they need more access --</p><p>15 people that can access it. And the only way to do that</p><p>16 is to build this highway. It would just make things so</p><p>17 much easier.</p><p>18 I know I had -- one morning I had to take</p><p>19 my husband to the hospital. He had a kidney stone and we</p><p>20 had to go way across the north just to get to the</p><p>21 hospital. It would be so much nicer to have one closer</p><p>22 for emergencies. I mean, if it does flood on 67th and</p><p>23 91st, that means it would be taking longer time, if there</p><p>24 was an emergency, for emergency vehicles to come to where</p><p>25 we're at. We're just secluded over there in a corner,</p></div> <div><p>Page 6</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><div><div>1with no access.</div><div>2I guess that's pretty much it. We're in</div><div>3Laveen Meadows. It's just west of 67th and, well, it's</div><div>4just south of Baseline. I know I was talking to someone</div><div>5here that said that they -- this has come up before, and</div><div>6they still haven't gotten anywhere. And we really want</div><div>7to see it in the near future.</div><div>8* * *</div><div>9UNIDENTIFIED SPEAKER: I'll say a few</div><div>10words. I think from the perspective of creating over</div><div>1130,000 jobs for the community that it would be a big</div><div>12benefit of the project. It would put in, like, a mall,</div><div>13as well as a hospital -- places I could possibly work</div><div>14since I'm unemployed. I just got a degree in behavioral</div><div>15health from Glendale.</div><div>16It would definitely speed up traffic. And</div><div>17I think the pollution would kind of go down because</div><div>18there'd be less idling cars -- if that helps any. I</div><div>19think it just pretty much is going to put in some jobs.</div><div>20It's going to speed up the freeway, I mean, you know, the</div><div>21traffic so you can get over to Apache Junction quicker.</div><div>22And it doesn't look like it's going to move too many</div><div>23houses out. Obviously a couple businesses up along some</div><div>24areas, but that shouldn't affect it too much. The 59</div><div>25alternate would be less houses. And it wouldn't affect</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

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.

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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

30 years on the books / still no big changes

2

Why have we waited? no money to build here, money elsewhere Chandler did a great job of planning for the 202. PHX chose to allow building instead of planning in my opinion to gain Prop tax \$\$.

Now the cost has sky rocketed.

1998 the GILA River Comm said they would be interested in the way on their land ADOT ignored them. 13 years later they "penciled in" the plan they chose to ignore.

A Very Easy Answer here we are 17 years later looking at spending 3 billion

Optional NOT A Good Plan

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

U.S. Department of Transportation

Federal Highway Administration

FOR MORE INFORMATION:

azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	Alternatives, Gila River Indian Community 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	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 Draft Environmental Impact Statement.

Code	Comment Document
1 2 3 4 5 2	<div><div>1UNIDENTIFIED SPEAKER: We're really against the</div><div>2freeway, and hope that they do not go through with it, and that</div><div>3it's going to cause a lot of pollution, noise, and aggravation</div><div>4for our community. And there will be too many homes that are</div><div>5lost.</div><div>6So I don't know if I'm saying too much too fast?</div><div>7COURT REPORTER: No, you're fine.</div><div>8UNIDENTIFIED SPEAKER: But we're going to have</div><div>9to -- We'd rather that they even bought out our home. It's</div><div>10going to be too difficult for us to even stay there, probably,</div><div>11because we're too close to the wall and we can't -- we can't --</div><div>12I don't think that we're going to be able to take all the noise</div><div>13and everything. So I'm hoping that they do something else.</div><div>14Okay?</div><div>15I know they're still going to build it.</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 5</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	Noise	
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 Draft Environmental Impact Statement pages 4-16 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
4	Neighborhoods/Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
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. Agencies may acquire only those properties located entirely or partly within the project right-of-way limits (see Draft Environmental Impact Statement page 4-45).

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.

We moved toth Ahwatukee area because of its beauty, quiet, and high quality of life. All of this is threatened by the building of an 8-10 lane interstate freeway. We will no longer be able to look south and see the beauty of the open desert land of the Gila River Community. We will instead see vehicles and concrete. The structure of South Mountain will be cut through by the freeway. We live in one of the few areas of metro Phoenix where you cannot hear a freeway or major arterial. If this highway is built, the sound of cars, trucks, and semis will be constantly heard. There will be increased air pollution in an already polluted area. This will further compromise health. Our area which has relatively low crime will probably see an increase with easy access to neighborhoods provided by the Interstate with its many on and off ramps and associated development at these areas.

Opcional

Nombre _____

Correo Electrónico _____

Dirección _____

Ciudad _____

Estado _____

Código Postal _____

Teléfono _____

Fax _____

Continued on back →

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

13-150

ADOT

U.S. Department of Transportation
**Federal Highway
 Administration**

PARA MÁS INFORMACIÓN:
azdot.gov/SouthMountainFreeway

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 4-170 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.
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	
4	Noise	
5	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
6	Health Effects	
7	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	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
	<div><div><div>Estudio de la Autopista South Mountain LOOP 202</div><div>2013</div></div><div><div>Reporte Del Impacto Ambiental</div><div>FORMULARIO DE COMENTARIOS</div></div><div><div>Comentarios Adicionales:</div><div><div>9</div><div>The above problems happen every time a freeway is built. It completely changes the neighborhoods it is built through and near. A complex, expensive study did not have to be done. Look at any area in Arizona or in the country where an interstate has been built. The numbers can easily be manipulated to the bias of the people who want it built. For these reasons and others I am very opposed to the building of the freeway in this area.</div></div></div></div>

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

ADOT

U.S. Department of Transportation
Federal Highway
Administration

PARA MÁS INFORMACIÓN:

azdot.gov/SouthMountainFreeway

Code	Issue	Response
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 Draft Environmental Impact Statement pages 4-16 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 data-bbox="428 443 798 522"><p>From: Projects To: ADOT Subject: FW: 202 Date: Monday, May 20, 2013 8:44:43 AM</p><hr/></div> <div data-bbox="428 608 820 695"><p>From: reo58@aol.com [mailto:reo58@aol.com] Sent: Friday, May 17, 2013 5:38 PM To: Projects Subject: 202</p></div> <div data-bbox="428 719 867 745"><p>Please build the South Mountain 202 Loop. Thanks.</p><hr/></div> <div data-bbox="428 808 1289 870"><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	<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><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>This will help traffic & Im all for more roads!</i></p></div><div><p>Optional</p><p>Name _____ 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><div>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</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: 2:07 PM
CALLER: ANONYMOUS8	CALLER ADDRESS: 8328 S. 48 TH DRIVE, LAVEEN, AZ 85339
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

I support the construction of the South Mountain Freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div>1 with no access.</div> <div>2 I guess that's pretty much it. We're in</div> <div>3 Laveen Meadows. It's just west of 67th and, well, it's</div> <div>4 just south of Baseline. I know I was talking to someone</div> <div>5 here that said that they -- this has come up before, and</div> <div>6 they still haven't gotten anywhere. And we really want</div> <div>7 to see it in the near future.</div> <div>8 * * *</div> <div>9 UNIDENTIFIED SPEAKER: I'll say a few</div> <div>10 words. I think from the perspective of creating over</div> <div>11 30,000 jobs for the community that it would be a big</div> <div>12 benefit of the project. It would put in, like, a mall,</div> <div>13 as well as a hospital -- places I could possibly work</div> <div>14 since I'm unemployed. I just got a degree in behavioral</div> <div>15 health from Glendale.</div> <div>16 It would definitely speed up traffic. And</div> <div>17 I think the pollution would kind of go down because</div> <div>18 there'd be less idling cars -- if that helps any. I</div> <div>19 think it just pretty much is going to put in some jobs.</div> <div>20 It's going to speed up the freeway, I mean, you know, the</div> <div>21 traffic so you can get over to Apache Junction quicker.</div> <div>22 And it doesn't look like it's going to move too many</div> <div>23 houses out. Obviously a couple businesses up along some</div> <div>24 areas, but that shouldn't affect it too much. The 59</div> <div>25 alternate would be less houses. And it wouldn't affect</div> <div>Page 7</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div>1 me because I'm over on 74th Avenue. That's pretty much 2 all I have. 3 * * * 4 UNIDENTIFIED SPEAKER: I think they're a 5 little late in doing this, but I hope they do do this at 6 some point. I don't see any reason not to do this. I 7 think in Phoenix, in general, they wait until it's too 8 late to do some of this planning. So I think with all 9 the information available, it's very overwhelming. But 10 this project is definitely needed and just to alleviate 11 some of the stress downtown with traffic and help have 12 alternative ways of getting to West Phoenix other than 13 driving through Central Phoenix. 14 So I'm a native to Ahwatukee, and this has 15 been something on the burner for a while now and hasn't 16 come to fruition, so I think that's my statement. 17 I don't see any reason why they haven't 18 built it around. I think of all the new opportunities, 19 it will -- housing and jobs and stuff, just "build it and 20 they will come" kind of thing. If they build a freeway, 21 there might not be anything there now, but why wait until 22 everything is there and then build it -- not aggressive 23 or proactive, but that's basically it. 24 * * * 25 MR. NOWAKOWSKI: Michael Nowakowski. I am</div> <div>Page 8 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.

NO !!

JUNE 18th

1

2

Why would you destroy a perfectly placed township of foothills by building a truck by pass freeway. From the materials presented it seems evident that no significant steps have been adopted to mitigate the following issues:

3

4

5

6

① property value losses (views/noise/crime)

② visibility of overpass (± 30 feet up in the air)

③ pollution

④ the destruction of S. Mountain park

⑤ dislocation of "houses of worship"

7

8

Optional

Name _____ Email _____

Address _____

City _____ State _____ Zip _____

Phone _____ Fax _____

9

10

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	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 Draft Environmental Impact Statement pages 4-16 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, 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	Economics, Socioeconomics	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138–47; “Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor”). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
4	Visual Resources	Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-170 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.
5	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	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

Code	Issue	Response
7	Visual Resources	Draft Environmental Impact Statement page 4-158 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, Draft Environmental Impact Statement page 4-159 discusses “how structures are aesthetically treated and how the public could be directly involved in developing aesthetic treatments.”
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	Section 4(f) and Section 6(f)	
10	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 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25	<p>UNIDENTIFIED SPEAKER: I prefer anonymous but as a resident of Ahwatukee.</p> <p>I'd like to say that, first of all, I'm extremely concerned about the air quality, the degradation of air quality. We all know that Mexico has a different standard for their trucks than the United States does. There are all sorts of studies that -- For example, one just came out today that shows that diesel particulates, the women that have lived near highways with that have twice the rate of autism of women that don't. And we know that there's even some studies saying that up to three miles away from this highway, this truck route for Mexicans and long-haul truckers and Canadians, will only damage Ahwatukee.</p> <p>It's going to destroy our neighborhoods. It will increase crime. And I don't see any benefit to the Ahwatukee residents. We have a wonderful community here. So I'm very disappointed. It's near schools. It's near parks. It's near many houses. And there's just no value.</p> <p>That's it, I guess. I would highly recommend that they look for an alternative path. And I wish that they would take the residents' opinions into consideration, versus doing what they want to do, which is really what it is.</p> <p>So thank you.</p> <p>(The public hearing proceedings concluded at 7:00 p.m.)</p>
Page 39	
Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com	

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	Health Effects	
4	Purpose and Need, Truck Bypass	
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 Draft Environmental Impact Statement pages 4-16 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
6	Neighborhoods/ Communities	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	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.

Code	Comment Document
	<div><div>LOOP 202</div><div>South Mountain Freeway Study</div><div>2013</div><div>Draft Environmental Impact Statement COMMENT FORM</div><div>Additional Comments:</div><div><div>1</div><div>→ Fig 1-4 Should represent future 2013-2035 Fig 1-4 GROWTH RATE 1950-2000 THESE Curves might have to be revised. These are outdated because they don't co-relate with Other data like.</div></div><div><div>2</div><div><ul style="list-style-type: none">• Electricity demand is way down (Republic 4/26/2013) Sec. D</div></div><div><div>3</div><div><ul style="list-style-type: none">• Unemployment is ↑• Wages are ↓• Electric Vehicles are the way to go• Population is moving to the city centers• Older population is ↑ they drive on off peak hours.</div></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	Socioeconomics	<p>The analysis in the Draft Environmental Impact Statement requires socioeconomic and traffic projections at the regional analysis zone and traffic analysis zone level. While the Arizona Department of Administration published population projections based on the 2010 Census in 2012, Arizona Department of Administration estimates only provide control totals at the county level. At the time of publication of the Draft Environmental Impact Statement, Census 2010-based socioeconomic data at the regional analysis zone and traffic analysis zone level had not been adopted by the Maricopa Association of Governments and was not available to the project team. Therefore, the data used in the Draft Environmental Impact Statement was the most appropriate information available.</p> <p>In other areas of the Draft Environmental Impact Statement, such as Environmental Justice and Title VI, Census 2010 data was used.</p> <p>The project team acknowledged the potential uncertainty in the projections in the sidebar, "How will the economic downturn affect growth rates?", on page 1-11 of the Draft Environmental Impact Statement.</p> <p>The Maricopa Association of Governments approved new population, employment, housing, and traffic projections in June 2013. The new data are presented in the Final Environmental Impact Statement beginning on page 1-11. The purpose and need and analysis of alternatives were updated and reevaluated using these new socioeconomic projections and corresponding projections related to regional traffic. While new projections based on the 2010 Census showed a lower anticipated population and vehicle miles traveled in 2035 than the previous projections, the conclusions reached in the Draft Environmental Impact Statement were validated in the Final Environmental Impact Statement (see Chapter 3, <i>Alternatives</i>). The traffic analysis demonstrated that the proposed project is needed today and will continue to be needed into the future.</p>
2	Purpose and Need	<p>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.)</p>
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>

Code

Comment Document

1

TELEPHONE CONVERSATION RECORD

SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 05/13/13	INCOMING CALL TIME: 2:36 PM
CALLER: ANONYMOUS9	CALLER ADDRESS:
PHONE:	EMAIL:
<div><div>CALLER REMARKS/QUESTIONS:</div><div>I am in support of the South Mountain Freeway.</div></div>	

Code	Issue	Response
1		Comment noted.

Code Comment Document

4317

1 me because I'm over on 74th Avenue. That's pretty much
2 all I have.

3 * * *

4 UNIDENTIFIED SPEAKER: I think they're a
5 little late in doing this, but I hope they do do this at
6 some point. I don't see any reason not to do this. I
7 think in Phoenix, in general, they wait until it's too
8 late to do some of this planning. So I think with all
9 the information available, it's very overwhelming. But
10 this project is definitely needed and just to alleviate
11 some of the stress downtown with traffic and help have
12 alternative ways of getting to West Phoenix other than
13 driving through Central Phoenix.

14 So I'm a native to Ahwatukee, and this has
15 been something on the burner for a while now and hasn't
16 come to fruition, so I think that's my statement.

17 I don't see any reason why they haven't
18 built it around. I think of all the new opportunities,
19 it will -- housing and jobs and stuff, just "build it and
20 they will come" kind of thing. If they build a freeway,
21 there might not be anything there now, but why wait until
22 everything is there and then build it -- not aggressive
23 or proactive, but that's basically it.

24 * * *

25 MR. NOWAKOWSKI: Michael Nowakowski. I am

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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 Draft Environmental Impact Statement.

Code	Comment Document
	<div><div><div>LOOP 202 South Mountain Freeway Study</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><div>A particular alternative, environmental impact assessment, and/or draft mitigation.</div><div>Any information you feel is incomplete or incorrect.</div><div>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>2</div><div>3</div><div>1</div><div>4</div><div>5</div></div><div><div>WE HAVE LIVED IN AHWATUKEE FOR ALMOST 20 YRS. AND LOVE IT HERE. WE LOVE THE FACT THAT IT'S KIND OF PRIVATE, THERE'S NOT VERY MUCH CRIME OR NOISE AND THAT'S THE WAY WE WANT IT TO STAY!</div><div>ALLOWING THE 202 TO BE BUILT ALONG PECOS RD. WILL CERTAINLY DISRUPT THIS WAY OF LIFE.</div><div>BUILDING THIS AT THIS POINT IS TOTALLY UNFAIR TO THOSE THAT HAVE BEEN ALLOWED TO BUILD IN THE PAST 20 YRS.; HOMES, CHURCHES, SCHOOLS TO TEAR THESE DOWN WOULD BE A CRIME!</div></div><div><div>Optional</div><div><div>Name</div><div>Email</div><div>Address</div><div><div>City</div><div>State</div><div>Zip</div></div><div><div>Phone</div><div>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><div>ADOT TRACS No.: 202L 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>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</div></div></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 Draft Environmental Impact Statement pages 4-16 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	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	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	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 Draft Environmental Impact Statement.
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	<div>1 ANONYMOUS SPEAKER: I just want to know</div> <div>2 what kind of --</div> <div>3 How do I want to say this?</div> <div>4 What kind of study has been done as far as</div> <div>5 making the 101 go south to the I-10 through Chandler and</div> <div>6 hooking to the I-10?</div> <div>7 That would alleviate a lot of the traffic</div> <div>8 they are talking about alleviating up through the 101</div> <div>9 allowing people to go to Flagstaff or whatever they want</div> <div>10 to do and allowing people to leave the city going to</div> <div>11 Tucson instead of via the 10. So it would be a plus in</div> <div>12 both directions.</div> <div>13 I also want to know what kind of impact</div> <div>14 study they've done as far as the residents and the owls</div> <div>15 and the wildlife that's going to be eliminated?</div> <div>16 Because I have two owls right now that fly</div> <div>17 over my house every night. And as soon as this freeway</div> <div>18 goes over, it's not going to happen. They land on my</div> <div>19 fence and they are there every night. Not going to</div> <div>20 happen.</div> <div>21 Pollution up against the mountain</div> <div>22 obviously is going to increase.</div> <div>23 I don't think some of these questions have</div> <div>24 been fully answered. And I think they need to answer</div> <div>25 more questions as far as a wildlife study.</div>
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2	
Page 9	
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Code	Issue	Response
1	Alternatives	The proposed freeway was developed to improve mobility between the western and southeastern portions of metropolitan Phoenix. See the text beginning on Final Environmental Impact Statement page 3-27 for more information related to the responsiveness of the proposed freeway to the purpose and need criteria. The new freeway linkage (extending State Route 101 Loop [Price Freeway] south to Interstate 10) proposed by the commenter would address a potential need; however that need is not consistent with the purposed and need identified for this study. The Arizona Department of Transportation and Maricopa Association of Governments continue to study regional transportation needs, and this new linkage may be considered in other future studies.
2	Biology, Plants, and Wildlife	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Air Quality	
4	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
5	<p>1 There's obviously other routes they can</p> <p>2 take. And I don't think they are looking at what's best</p> <p>3 for the people other than the cost. They need to look at</p> <p>4 what they are spending on this compared to some other</p> <p>5 alternatives they have.</p> <p>6 You know, they have had some issue in</p> <p>7 other areas with the type of road construction they've</p> <p>8 done and how long the road is going to last until it</p> <p>9 needs to be repaired again. Because, by the time they</p> <p>10 finish the project, it looks like they probably will have</p> <p>11 to start making repairs already.</p> <p>12 So how long is it going to go until it's</p> <p>13 completely done? What's the overlook as far as the</p> <p>14 ongoing construction?</p> <p>15 People in the area need to know that.</p> <p>16 You know, the lights, that's out here,</p> <p>17 they are just not as bright an area as the City of</p> <p>18 downtown Phoenix.</p> <p>19 Have they done a study on the crime that's</p> <p>20 going to go up?</p> <p>21 I have seen nothing on what they expect</p> <p>22 the crime for Ahwatukee to be. They will have more</p> <p>23 access to the city. Instead of one way in and one way</p> <p>24 out, it's going to be anybody can jump on the freeway and</p> <p>25 go wherever they want. I don't know if they've done any</p>
6	
7	
8	
	Page 10
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Code	Issue	Response
5	Alternatives	Alternatives were screened for their (see Draft Environmental Impact Statement page 3-3): <ul style="list-style-type: none">· ability to satisfy purpose and need· ability to minimize impacts on the human and natural environments· ability to improve operational characteristics of the region's transportation system· degree of public and political acceptability· ability to be constructed within project budget
6	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.
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	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
	<div><div><div>1 impact study as far as what the crime will be around</div><div>2 here. That needs to be checked also. I'd like to see</div><div>3 those answers.</div><div>4 That's it.</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 11</div><div>Driver and Nix Court Reporters - (602) 266-6525</div><div>www.drivernix.com</div></div></div>

Code	Issue	Response

Code Comment Document

From: [Projects](#)
To: [ADOT](#)
Subject: FW: Yes put in the loop. Itll b a godsend for traffic congestion...
Date: Monday, May 20, 2013 8:41:34 AM

From: kkrutak [mailto:kkrutak@aol.com]
Sent: Friday, May 17, 2013 7:36 PM
To: Projects
Subject: Yes put in the loop. Itll b a godsend for traffic congestion...

Yes I support construction of the 202 southwest loop

Sent from my Verizon Wireless 4G LTE Smartphone

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

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><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><div>I support the building of the 202 only if it was built on the Gila River Indian Reservation. I do not support the building of the free way on the peras road alignment. I live in the ahwatukee foothills and the free way would be less than 4 mile from my home. the freeway would bring excessive noise & pollution to my community. I strongly oppose the current signed proposal of E1.</div></div><div><div>Optional</div><div>Name _____ Email _____</div><div>Address _____</div><div>City _____ State _____ Zip _____</div><div>Phone _____ 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 HS764 011 • 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><div>FOR MORE INFORMATION:</div><div>azdot.gov/SouthMountainFreeway</div></div></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, E1 Alternative	
3	Noise	
4	Air Quality	

Code

Comment Document

4321

1 hospital 40 hours a week, and this is from my own
2 experience. And it is not caused by cars driving on the
3 202. In fact, having the 202 will reduce the stop-and-go
4 traffic that you have on the surface streets and reduce
5 pollution in that way, I believe. So that's all I had to
6 add.

7 * * *

8 UNIDENTIFIED SPEAKER: I'm very much for
9 the highway for Laveen, I feel that it would bring in
10 jobs, especially for the youth and the community; and I
11 think that that will assist with some of the crime and
12 the graffiti if we had the highway, which would bring
13 more businesses.

14 The hospital, we have a lot of senior
15 citizens that live in the area, and unfortunately, the
16 nearest hospital is -- I think it's Maricopa Integrated,
17 and that is a long way when it's an emergency.

18 So that is my comment, and my reasons for
19 supporting the I-10 highway -- Loop 202 South Mountain
20 Freeway.

21 * * *

22 MR. HERNANDEZ: David Hernandez. I live in
23 the preferred route, 59th Avenue south of I-10, and they
24 need to build the freeway. Yes, I agree with it.
25 However, the route that they are taking is shortsighted.

Page 13

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

Code	Issue	Response
1		Comment noted.

LOOP 202

South Mountain

Freeway Study

Draft Environmental Impact Statement

COMMENT FORM

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

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

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

It is helpful to ADOT to receive comments on:

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

Any information you feel is incomplete or incorrect.

How the proposed action would affect you.

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

1

SINCE THERE ARE SO MANY QUESTIONABLE & OBJECTIONABLE REASONS FOR BUILDING THIS FREEWAY ALONG PECOS ROAD THE ALTERNATIVES SHOULD BE THOROUGHLY & FULLY EXAMINED.

2

1.) A FINAL COST BETWEEN 3-4 BILLION FOR A 21 MIKE FREEWAY IS INSANE. ESPECIALLY CONSIDERING THAT IS ALMOST 40% OF THE STATE OF ARIZONA'S BUDGET FOR 2013.

3

2.) EXCAVATING THE EQUIVALENT OF 2 CHASE BALLPARKS (PRO BASEBALL STADIUM 52,000 CAPACITY) FROM A CITY PARK IS UNACCEPTABLE. WE ARE SUPPOSE TO BE STEWARDS OF THIS LAND FOR FUTURE GENERATIONS. THIS MOUNTAIN WILL NEVER BE THE SAME

4

Optional 3.) THERE IS AN OPTION WITH THE GILA TRIBE BUT ADOT / AZ.GOV IS UNTRUSTING IN THEIR VIEW. NEED TO GET TRUSTWORTHY INDIVIDUALS INVOLVED

Name _____ Email _____

Address _____

City _____ State _____ Zip _____

Phone _____

4.) THE AHWATUKEE AREA CAN NOT HANDLE THE BUILD TIME OR THE FUTURE ENVIRONMENTAL DAMAGE. FOOTPRINT IN

5

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 1266, Phoenix, AZ 85007

6

ADOT TRACS No.: 2021 MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 19-150

ADOT

U.S. Department of Transportation
Federal Highway
Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

OUR FUTURE GENERATIONS WOULDN'T LIKE WHAT WE DID

AND THIS IS THE WORST FREEWAY BUILD I'VE EVER SEEN

AHWATUKEE IS TOO SMALL LIVED HERE 40 YEARS

Code	Issue	Response
1	Alternatives, E1 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Economics, Socioeconomics	The proposed freeway would not cost \$3-\$4 billion as indicated by the commenter. The proposed South Mountain Freeway would be funded by State, federal and local dollars. The total budget for constructing the proposed freeway is \$1.9 billion, approved by the Maricopa Association of Governments Regional Council in May 2012. The approved program includes design, right-of-way, and construction of the proposed action. Funding for project-related activities is included in the current 5-year program identified in the regional Transportation Improvement Program as well as in the State Transportation Improvement Program. The cost estimates for the proposed freeway, as described beginning on page 3-59 of the Draft 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.
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	Alternatives, Gila River Indian Community Alignment	
5	Construction	The freeway construction staging plan for the area along Pecos Road would allow for keeping east-west travel open during construction. One side of the freeway would be constructed while traffic remained on Pecos Road. When complete, traffic would be shifted from Pecos Road to the new freeway. At that time, the other side of the freeway would be built. Therefore, traffic would be able to continue to operate as it currently does during construction. However, temporary detours may be needed during construction. (See Draft Environmental Impact Statement page 3-2.)
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 Draft Environmental Impact Statement pages 4-16 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

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 05/15/13	INCOMING CALL TIME: 9:17 AM
CALLER: ANONYMOUS10	CALLER ADDRESS:
PHONE:	EMAIL:
CALLER REMARKS/QUESTIONS: Yeah, let's get 'er done. Let's build that. It makes some jobs too. So we need that freeway. It's going to help congestion. Alright, bye now.	

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div>4323</div> <div><div>1attention.</div><div>2I've talked to some of the homeowners in</div><div>3the area that live nearby me, and they never received</div><div>4this mail that stated that they were going to have an</div><div>5ADOT meeting today.</div><div>6If I got it, why didn't they get it? Or</div><div>7did they just pepper the area with this mailing about</div><div>8announcing this meeting? That's not right. So, like I</div><div>9say, I agree, they should make the freeway, but it should</div><div>10be further west. And if they are, which I believe they</div><div>11will, build it down 59th Avenue, I wish they'd buy the</div><div>12homes on the west side of 59th Avenue and build a bigger</div><div>13buffer with the existing houses that are there, because</div><div>14it's going to ruin the area, as far as I'm concerned.</div><div>15That's it.</div><div>16* * *</div><div>17UNIDENTIFIED SPEAKER: I just feel that</div><div>18there's a reason that this has not been built. It was</div><div>19first proposed about 25 years ago and there's a reason</div><div>20why it wasn't built; that's because it's a bad idea.</div><div>21This is one of the few good things about</div><div>22this area is South Mountain, one reason why people come</div><div>23to this area because of the natural beauty of the South</div><div>24Mountains. So it's going to be an economic loss. It's</div><div>25also just truly beautiful, and we don't have a lot of</div></div> <div><div>1</div><div>2</div></div> <div><div>Page 15</div><div>Driver and Nix Court Reporters - (602) 266-6525</div><div>www.drivernix.com</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	Section 4(f) and Section 6(f)	

Code	Comment Document
3	<p>1 beauty because we have a lot of urban sprawl. And to</p> <p>2 take that away, after 25 years of avoiding it, is a</p> <p>3 travesty to the city.</p> <p>4 I'm also furious because I keep hearing</p> <p>5 about how this state has no money, but there is money</p> <p>6 when it comes to building this freeway that should not be</p> <p>7 built -- this freeway from hell that's going to destroy</p> <p>8 one of the most beautiful parts of this area.</p> <p>9 And I was just talking to my friend, in</p> <p>10 fact, and she thinks that this freeway might actually</p> <p>11 create additional problems in destroying the habitat and</p> <p>12 also the natural corridor for their travel.</p> <p>13 But she thinks that the situation might be</p> <p>14 worse for people who are headed south. They might start</p> <p>15 using other streets such as Baseline to cut across the</p> <p>16 Valley so it could actually cause additional problems in</p> <p>17 some areas because of this factor that people will be</p> <p>18 using this freeway then and maybe also taking surface</p> <p>19 streets. So it could create problems for people in that</p> <p>20 area.</p> <p>21 But basically my major objection is that</p> <p>22 it's going to destroy a beautiful and natural habitat and</p> <p>23 a source of recreation and beauty for this area.</p> <p>24 * * *</p> <p>25 UNIDENTIFIED SPEAKER: I live in Central</p>
4	

Page 16



Driver and Nix Court Reporters - (602) 266-6525

www.drivernix.com

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

Code	Comment Document
1	<div><p>From: Michelle Thompson To: ADOT Subject: FW: Build the south mountain freeway. It is critically needed. Date: Monday, May 20, 2013 2:55:22 PM</p><hr/><p>Michelle Thompson Senior Community Relations Officer 1655 W. Jackson St. MD: 126F Phoenix, AZ 85007 602.316.4057 azdot.gov</p><p>-----Original Message----- From: jimonealaz@aol.com [mailto:jimonealaz@aol.com] Sent: Monday, May 20, 2013 2:19 PM To: Projects Subject: Build the south mountain freeway. It is critically needed.</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><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>We need the jobs - build the road.</p></div><div><p>Optional</p><p>Name _____ 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><p><small>ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)</small></p><div><div></div><div>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</div></div></div></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
4324	<div><p>1 beauty because we have a lot of urban sprawl. And to</p><p>2 take that away, after 25 years of avoiding it, is a</p><p>3 travesty to the city.</p><p>4 I'm also furious because I keep hearing</p><p>5 about how this state has no money, but there is money</p><p>6 when it comes to building this freeway that should not be</p><p>7 built -- this freeway from hell that's going to destroy</p><p>8 one of the most beautiful parts of this area.</p><p>9 And I was just talking to my friend, in</p><p>10 fact, and she thinks that this freeway might actually</p><p>11 create additional problems in destroying the habitat and</p><p>12 also the natural corridor for their travel.</p><p>13 But she thinks that the situation might be</p><p>14 worse for people who are headed south. They might start</p><p>15 using other streets such as Baseline to cut across the</p><p>16 Valley so it could actually cause additional problems in</p><p>17 some areas because of this factor that people will be</p><p>18 using this freeway then and maybe also taking surface</p><p>19 streets. So it could create problems for people in that</p><p>20 area.</p><p>21 But basically my major objection is that</p><p>22 it's going to destroy a beautiful and natural habitat and</p><p>23 a source of recreation and beauty for this area.</p><p>24 * * *</p><p>25 UNIDENTIFIED SPEAKER: I live in Central</p></div> <div><p>Page 16</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 Phoenix, just near Baseline and Central. As you know,</p> <p>2 Baseline is the main corridor for people who live in</p> <p>3 Laveen and work/shop in the East Valley. I suspect that</p> <p>4 an interchange on the proposed freeway at Baseline will</p> <p>5 now funnel even more traffic through the area. In fact,</p> <p>6 all of the West and Northwest Valley will now have access</p> <p>7 to east/west roads through South Phoenix.</p> <p>8 Already, when there is a problem on I-17 or</p> <p>9 I-10, Baseline becomes a parking lot. Now, image the</p> <p>10 potential for a problem on any of the I-10, I-17, or Loop</p> <p>11 202. Baseline will bear the full brunt.</p> <p>12 Perhaps South Phoenix, because it is home</p> <p>13 to many lower economic residents of Phoenix, is not of</p> <p>14 particular import to the powers that be. We certainly</p> <p>15 saw that when the city counsel thumbs its nose at the</p> <p>16 Baseline master plan and allowed developers to run</p> <p>17 roughshod over the area.</p> <p>18 Another consideration is the Phoenix point</p> <p>19 of pride -- South Mountain Park. The road to San Juan</p> <p>20 Lookout, which is closed to traffic every day except for</p> <p>21 one weekend per month, goes through a valley that is a</p> <p>22 quiet haven. That, of course, will no longer be true</p> <p>23 when a freeway runs adjacent.</p> <p>24 What good is the claim to the largest city</p> <p>25 park if that park is perpetually bombarded with traffic</p> <p>Page 17</p> <p>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</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	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
3	<div>1 noise? How is it possible that we do not have space and</div> <div>2 inclination for just one quiet retreat within the</div> <div>3 confines of this sprawling city? I urge you to</div> <div>4 reconsider the plan to build a freeway with so much</div> <div>5 impact on South Mountain Park.</div> <div>6</div> <div>7 (The proceedings concluded at 8:00 p.m.)</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>
2	

Page 18

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www.drivernix.com

Code	Issue	Response
3	Noise	<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>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.</div>

Code	Comment Document
	<div><div><div>LOOP 202 South Mountain Freeway Study</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><div>1</div><div>2</div><div>3</div><div>4</div><div>5</div></div><div><div>Our Community should not be singled out for the congestion, times - expect for a freeway that will not eliminate traffic. It's working now well it's not necessary to change. The money's used for this can be best used for other purposes like to extend metro.</div></div></div><div><div>Optional</div><div><div>Name</div><div>Email</div></div><div><div>Address</div></div><div><div>City</div><div>State</div><div>Zip</div></div><div><div>Phone</div><div>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><div>ADOT TRACS No.: 202L MA 054 H5764 01L • 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:</div><div>azdot.gov/SouthMountainFreeway</div></div></div></div></div></div></div>

Code	Issue	Response
1	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.
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	Purpose and Need	The proposed freeway is part of the <i>Regional Transportation Plan</i> for the Maricopa Association of Governments region. The <i>Regional Transportation Plan</i> , as described on pages 1-5 and 1-10 of the Draft Environmental Impact Statement, addresses freeways, streets, transit, airports, bicycle and pedestrian facilities, freight, demand management, system management, and safety. The proposed freeway is only one part of the overall multimodal transportation system planned to meet the travel demand needs of the Maricopa Association of Governments region.
4	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.
5	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.

Code

Comment Document

1

TELEPHONE CONVERSATION RECORD

SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 10:39 AM
CALLER: ANONYMOUS12	CALLER ADDRESS: 7227 WEST CARTER ROAD, LAVEEN, AZ 85339
PHONE:	EMAIL:
<div>CALLER REMARKS/QUESTIONS:</div> <div>I support the South Mountain loop. Thank you.</div>	

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div><p>From: Projects To: ADOT Subject: FW: Build the freeway Date: Monday, May 20, 2013 8:35:48 AM</p><hr/><p>-----Original Message----- From: tmt86@juno.com [mailto:tmt86@juno.com] Sent: Friday, May 17, 2013 9:32 PM To: Projects Subject: Build the freeway</p><p>I am getting tired of dealing with bumper to bumper traffic. Please build and expand the 202.</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

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.

Traffic stinks! Build more roads -

commute from west side to east side is

long. Light rail is not going to fix.

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		Comment noted.

Code	Comment Document
	<div>4335</div> <div><div><div>1If we did that sort of thing, we would be</div><div>2able to cut down the amount of cardiovascular disease</div><div>3that we have, we would reduce Alzheimer's. All these</div><div>4terrible diseases. We would do away with all of</div><div>5that. We could eliminate a lot of these diseases, or</div><div>6decrease them certainly. Guess I can't think of</div><div>7anything else.</div><div>8MS. KEENAN: Erika Keenan, E-r-i-k-a</div><div>9K-e-e-n-a-n, Laveen, Arizona. I took time off from</div><div>10work today to come down to speak, and I said my three</div><div>11minutes, and I was cut off at my three-minute mark.</div><div>12I understand why rules are in place, but the panel</div><div>13had been sitting there for at least 20 minutes with</div><div>14no one to speak, and I was the only one next in line</div><div>15to speak, so I'm not sure why they couldn't have</div><div>16given me the courtesy of letting me finish what I had</div><div>17to say, especially since we're taking our personal</div><div>18time to come down and say this and there was nobody</div><div>19else around. Thank you.</div><div>20UNIDENTIFIED SPEAKER: We live on Pecos</div><div>21Road on the street right there, and it's right next</div><div>22to, you know, where the highway would be or -- and on</div><div>23the other side of that would be the Indian</div><div>24reservation where they're struggling to come to a</div><div>25decision. And I've lived there for about nine years,</div></div><div>Page 19</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Comment Document
1	<p>1 but there's been just a big fight, and that's been</p> <p>2 going on for about 30 years now. And really it's</p> <p>3 just a waste of money and it's a waste of time.</p> <p>4 Everybody's just trying so hard to focus on the</p> <p>5 highway.</p> <p>6 You know, 30 years ago, everybody was</p> <p>7 always just focused on the highway. It's been going</p> <p>8 on that long. You know, and Phoenix has grown. We</p> <p>9 do know that, but it's not enough. You know, trains.</p> <p>10 We don't use enough trains. Oh, sure we have the</p> <p>11 Light Rail. We do have that, but I mean, that's just</p> <p>12 not enough. We need more transportation, like the</p> <p>13 101 east or maybe the west 101. I mean, we have all</p> <p>14 of that. We have all these highways all over the</p> <p>15 place, and I think that we need less pollution is</p> <p>16 what we need less of.</p> <p>17 And the highway like I-10 that runs right</p> <p>18 through, we need less of that, you know, because</p> <p>19 people can go to trains instead because it saves on</p> <p>20 gas and, thus, going to save insurance. Going to</p> <p>21 save all that money.</p> <p>22 And so as far as the government, you</p> <p>23 know, focusing all the time on trying to build this</p> <p>24 freeway and do some sort of improvements, they're not</p> <p>25 trying to do improvements, they're only trying to</p>
2	
3	
4	
Page 20	
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	Air Quality	
3	Alternatives, Nonfreeway Alternatives	
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.

Code	Comment Document
5	<div><p>1 focus on the freeway. And the government owes \$16</p><p>2 trillion. That's how much the government owes, and</p><p>3 we're still just focusing on all of this. Trying to</p><p>4 pay off for all the work that's going to be done for</p><p>5 the staff, for the advertisements, for everything.</p><p>6 All that money, the interpreter. It's just so</p><p>7 expensive to do this, to focus on this. It's been</p><p>8 going on for 30 years now and really it's just a big</p><p>9 waste.</p><p>10 I just recently had a sign that said</p><p>11 about how, hey, look up on this website, usdebtclock</p><p>12 -- usdebtclock.org and you can see how much money is</p><p>13 owed right there. Trillions of dollars just wasted</p><p>14 and wasted. And, you know, what I want, what we want</p><p>15 is to not have it built. Just to be done with it.</p><p>16 Just to stop it and to save money.</p><p>17 I would just like there to be peace, you</p><p>18 know, for the tribes, the reservation and for our</p><p>19 area where we live where the freeway would be. Just</p><p>20 leave it alone, and maybe just focus on the public</p><p>21 transportation, on the trains, and grow it that way</p><p>22 instead.</p><p>23 You know, you're going to ruin our homes.</p><p>24 You're going to run right through our homes. It's</p><p>25 going to cause more pollution, there's going to be</p></div> <div>Page 21</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</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.
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
7 8 2	<p>1 more trucks, semi-trucks blowing their smoke</p> <p>2 everywhere, people's health is going to be affected.</p> <p>3 The homes are going to be dirty. They're going to</p> <p>4 have black shoot on the windows. I mean,</p> <p>5 everything's going to be dirtier outside.</p> <p>6 And kids that are in the area, all the</p> <p>7 children, how they play around right now, I mean,</p> <p>8 they won't be able to do that then. It's just going</p> <p>9 to be much more limited for them and I don't think</p> <p>10 that's right. I think that we need to focus on</p> <p>11 public transportation, like trains, and cause less</p> <p>12 pollution that way and less destruction to the</p> <p>13 environment. Maybe focus on solar electricity and</p> <p>14 things like that. So, please, I want everybody to</p> <p>15 stop fighting about it, and I don't want a freeway to</p> <p>16 be built period. That's it.</p> <p>17 UNIDENTIFIED SPEAKER: Hello. I live in</p> <p>18 Ahwatukee in Phoenix on Pecos and 32nd Street, right</p> <p>19 there, and it's been about eight or nine years. You</p> <p>20 know, I felt like it was the best place for my kids</p> <p>21 to go to school, and now they're graduated and they</p> <p>22 left the nest and they've gone to college, and now I</p> <p>23 feel kind of stuck because I can't really sell my</p> <p>24 property because of all the struggle that's going on</p> <p>25 with the freeway.</p>
8	<p>Page 22</p> <p>Driver and Nix Court Reporters - (602) 266-6525</p> <p>www.drivernix.com</p>

Code	Issue	Response
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	Health Effects	

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.

appears E-2 route has been decided and any delay would fill the pockets of lawyers and politicians.

As for the West route, wouldn't it just make sense to choose both W59 & W101, relieving the congestion on I-10 East & West, adding traffic options for residents of Tucson and Southern Arizona to Highways 51 & I-17 as well as I-10 West connecting to popular destinations in Northern AZ, CA & NV better commerce for the states

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.: 2013 MA 054 HS764 01L • Federal-aid Project No.: NH-202-D(ADV)

18-132

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						
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: 3:04 PM</td></tr><tr><td>CALLER: ANONYMOUS13</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div><div>CALLER REMARKS/QUESTIONS:</div><div>I support the construction of the Loop 202 South Mountain Freeway.</div></div></div></div>	INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 3:04 PM	CALLER: ANONYMOUS13	CALLER ADDRESS:	PHONE:	EMAIL:
	INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 3:04 PM					
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Code	Issue	Response
1		Comment noted.

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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.

1

FAVORED CONSTRUCTION OF 202 LOOP -

• CONSTRUCTION ACTIVITIES WILL CREATE MORE JOBS FOR THE CONSTRUCTION COMPANIES

• MORE JOBS - MORE TAXES GENERATED FOR STATE (MORE REVENUE TO COVER STATE EXPENSES)

• MORE JOBS WILL REDUCE UNEMPLOYMENT AND WILL REDUCE STATE EXPENSES

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)

13-156

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>4336</div> <div><div><div>1more trucks, semi-trucks blowing their smoke</div><div>2everywhere, people's health is going to be affected.</div><div>3The homes are going to be dirty. They're going to</div><div>4have black shoot on the windows. I mean,</div><div>5everything's going to be dirtier outside.</div><div>6And kids that are in the area, all the</div><div>7children, how they play around right now, I mean,</div><div>8they won't be able to do that then. It's just going</div><div>9to be much more limited for them and I don't think</div><div>10that's right. I think that we need to focus on</div><div>11public transportation, like trains, and cause less</div><div>12pollution that way and less destruction to the</div><div>13environment. Maybe focus on solar electricity and</div><div>14things like that. So, please, I want everybody to</div><div>15stop fighting about it, and I don't want a freeway to</div><div>16be built period. That's it.</div><div>17UNIDENTIFIED SPEAKER: Hello. I live in</div><div>18Ahwatukee in Phoenix on Pecos and 32nd Street, right</div><div>19there, and it's been about eight or nine years. You</div><div>20know, I felt like it was the best place for my kids</div><div>21to go to school, and now they're graduated and they</div><div>22left the nest and they've gone to college, and now I</div><div>23feel kind of stuck because I can't really sell my</div><div>24property because of all the struggle that's going on</div><div>25with the freeway.</div></div><div>Page 22</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Comment Document
1	<p>1 You know, I feel like my investment has</p> <p>2 been in there, and it's not fair because, I mean,</p> <p>3 other people want to move in and out to be near</p> <p>4 family, to be near schools with their children, and</p> <p>5 that's what they would want to do and they're doing</p> <p>6 that in my area, but I'm stuck because we're older.</p> <p>7 You know, everybody else has opportunities for their</p> <p>8 families.</p> <p>9 And I think that we should fight about</p> <p>10 that because my point is, as far as the reservation</p> <p>11 goes right there, you have tribes. And we have to</p> <p>12 honor and respect their spiritual being and the thing</p> <p>13 that they're trying to do there. And if you destroy</p> <p>14 their land, I don't know what would happen to them.</p> <p>15 Because I did learn to respect tribes and learned it</p> <p>16 from Israel. They pass things down from generation</p> <p>17 to generation. And I feel like we need to respect</p> <p>18 and honor their nature and their tribes and their</p> <p>19 lives and so that's why I want to stop it.</p> <p>20 I think maybe think twice about it, you</p> <p>21 know, increasing the amount of trains and things.</p> <p>22 Because when people have so many cars, it's so</p> <p>23 expensive. Electricity 's becoming expensive. I</p> <p>24 mean, there's just more opportunities I know, and</p> <p>25 more things economically for people to do if we had</p>
2	
3	
4	
Page 23	
Driver and Nix Court Reporters - (602) 266-6525	
www.drivernix.com	

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 Draft Environmental Impact Statement pages 4-16 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	Acquisitions and Relocations	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Cultural Resources	
4	Purpose and Need, Lack of Support	

Code	Comment Document
	<div><div><div>1 more trains and things like that. Oh, and no more</div><div>2 building near our home, please. We want to respect</div><div>3 the Indian reservation. We want to work in</div><div>4 cooperation with them. Thank you.</div><div>5 UNIDENTIFIED SPEAKER: So we live on</div><div>6 Pecos and from what I see on the map over there,</div><div>7 there's going to be a new bridge that's being built</div><div>8 and I don't want it to ruin my home. There's not</div><div>9 going to be any type of privacy. People can look</div><div>10 right down into my home. I mean, sure there will be</div><div>11 a wall, but you can still see over it. It's going to</div><div>12 cause more accidents. What if accidents come over</div><div>13 the wall into our home area and destroy it, and</div><div>14 that's something I don't like. Please, please stop</div><div>15 building it. Thank you.</div><div>16 MS. INNIS: Hi, I'm Lillian Innis and I</div><div>17 lived in the Gila River community for quite some</div><div>18 time, and I've also lived in Ahwatukee for a couple</div><div>19 of years and I've been going to school in Ahwatukee</div><div>20 since I was in kindergarten, and I do not like this</div><div>21 freeway or I do not -- I feel like what some people</div><div>22 say that, like, the freeway is going to do, I feel</div><div>23 like it won't meet up to their expectations. And a</div><div>24 lot of them think money first instead of with, like,</div><div>25 actual thoughts of future generations and me when I</div></div><div>Page 24</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: I do not support the south mountain freeway
Date: Monday, May 20, 2013 8:30:24 AM

From: dtarazon [mailto:dtarazon@aol.com]
Sent: Saturday, May 18, 2013 9:27 AM
To: Projects
Subject: I do not support the south mountain freeway

1

I do not support the building of the south mountain freeway.. Don't build it.

Sent from my Verizon Wireless 4G LTE Smartphone

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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><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>We live in Laveen, and an area with direct impact w/ the 202. We need this as it will bring forth economic development and much needed resources for our families. We are eager and look forward to the near future 202 loop.</p></div><div><p>Optional</p><p>Name _____ 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><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>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div>4337</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>more trains and things like that. Oh, and no more building near our home, please. We want to respect the Indian reservation. We want to work in cooperation with them. Thank you.</p><p>UNIDENTIFIED SPEAKER: So we live on Pecos and from what I see on the map over there, there's going to be a new bridge that's being built and I don't want it to ruin my home. There's not going to be any type of privacy. People can look right down into my home. I mean, sure there will be a wall, but you can still see over it. It's going to cause more accidents. What if accidents come over the wall into our home area and destroy it, and that's something I don't like. Please, please stop building it. Thank you.</p><p>MS. INNIS: Hi, I'm Lillian Innis and I lived in the Gila River community for quite some time, and I've also lived in Ahwatukee for a couple of years and I've been going to school in Ahwatukee since I was in kindergarten, and I do not like this freeway or I do not -- I feel like what some people say that, like, the freeway is going to do, I feel like it won't meet up to their expectations. And a lot of them think money first instead of with, like, actual thoughts of future generations and me when I</p></div> <div>Page 24</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response
1	Design	The proposed freeway main line is no closer than 100 feet from any residences along Pecos Road. The bridge sections include concrete barriers that prevent vehicles from leaving the roadway. The noise walls along the proposed freeway would be of a height such that vehicles could not see over them and into residences.
2	Safety	To reduce the number of freeway accidents and the expenses associated with responding to them, particular attention was paid to safety factors in the design of the proposed freeway. The proposed South Mountain Freeway's eight-lane section is shown on Draft Environmental Impact Statement page 3-58, with discussion and remarks that the freeway would be consistent with the design of other freeways in the region and thereby would improve driver expectancy and safety. The sidebar on Draft 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.

[illegible]

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
	<div><div><div><div><div><div>LOOP 202</div><div><div>South Mountain</div><div>Freeway Study</div></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>As a person who uses I 10 to I 17 going N+S to see family several times a week, I find such congestion trying to access I10 from I 17 South+west bound that I take Durango Curve, get off on Durango, Son 35th to Baseline to get back to Laveen. What after 3 PM is back on I10 left to McDowell Road. Often, when they take 17 to 10(w) to SMN Energy sounds good but not practical time wise. What plans are there to relieve congestion @ 17/10 interchange?</div></div></div><div><div>Optional</div><div><div>Name</div><div>Email <u>talkingrock@Q.com</u></div><div>Address</div><div>City</div><div>State</div><div>Zip</div><div>Phone</div><div>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><div>ADOT TRACS No.: 202L MA 054 H5764 01L • 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>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</div></div></div></div></div></div>

Code	Issue	Response
1	Traffic	The recommended improvement is not within the scope of the Preferred Alternative. The Arizona Department of Transportation and Maricopa Association of Governments continually evaluate bottlenecks within the existing regional freeway system and identify opportunities for fixing problems. The <i>Regional Transportation Plan</i> includes funding for improvements along the Interstate 10 and Interstate 17 corridors. Information related to these projects can be found at < azdot.gov/projects/phoenix-metro-area >.

Code	Comment Document
	<div>4340</div> <div><div>1constraints of all the drainage out of Ahwatukee</div><div>2trying to sync the -- subset the bridges as low as</div><div>3possible at all the major interchanges, in particular</div><div>440th Street. Every foot the bridge can go down, the</div><div>5better for the sound walls. So I think that's kind</div><div>6of most of it.</div><div>7UNIDENTIFIED SPEAKER: Hello. Okay. I</div><div>8have another perspective now that I've been looking</div><div>9around at all of these advertisements and these</div><div>10banners and I've been seeing what's been posted, and</div><div>11I'm understanding a little bit more completely now.</div><div>12But something that had me thinking twice is the level</div><div>13of medication that other people take, maybe the</div><div>14prescriptions, maybe these people who take</div><div>15prescriptions and different pills can't drive because</div><div>16they're afraid of getting a DUI, or maybe people who</div><div>17have, you know, no driver's licenses or something</div><div>18like that. I mean, they don't have the</div><div>19opportunities. Sure, there's going to be a freeway</div><div>20there. Maybe we should think twice about maybe</div><div>21putting a train there instead.</div><div>22You know, it would be a little bit less</div><div>23of a headache for other people, you know, other</div><div>24people who have had DUIs or mental illness or</div><div>25something and they're a risk to other drivers. And</div></div> <div><div>1</div><div>Page 26</div><div>Driver and Nix Court Reporters - (602) 266-6525</div><div>www.drivernix.com</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
	<div><p>1 so if we put a train there instead of the freeway, I</p><p>2 think that will be better. That way blind people</p><p>3 could have the opportunity to get around the valley.</p><p>4 People who have a disability, they could be more</p><p>5 social while on a train. They wouldn't have to worry</p><p>6 about a car because a lot of people are stuck and</p><p>7 they can't use a car or they can't afford a car. But</p><p>8 if they're riding on a train, it would be more</p><p>9 social.</p><p>10 If people don't have driver's licenses,</p><p>11 they'll get in less trouble with DUIs or accidents.</p><p>12 You know, maybe people are out for a good time and</p><p>13 they'll have better opportunities to be able to take</p><p>14 public transportation instead of driving, and I just</p><p>15 think those are things that you could think twice</p><p>16 about.</p><p>17 UNIDENTIFIED SPEAKER: I was just</p><p>18 discussing this with Ben about the 32nd Street and</p><p>19 the Pecos interchange right there, the crossroads</p><p>20 right there. There's going to be a bridge built over</p><p>21 it and it's going to block it, and there's no way I'm</p><p>22 going to be getting through because there's not being</p><p>23 a ramp there. There are homes in the area on both</p><p>24 sides, but those people in the homes won't be able to</p><p>25 use straight through 32nd Street. They're going to</p></div> <div><p>Page 27</p><p>Driver and Nix Court Reporters - (602) 266-6525</p><p>www.drivernix.com</p></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.

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The South Mountain 302 alignment is an outdated plan. The population growth has increased past the point that the proposed route will cause the purpose of relieving traffic congestion on I-10. The people in the Southeast Valley need more options for commuting into central Phoenix employment areas, just as people in the West Valley do. Money could be better spent to improve, & increase public transportation to eliminate the truck traffic through Phoenix a bypass should be established at Casa Grande going north on I-8 and north to I-10. The roads would need to be improved, but the cost would be far less. The environmental impact on the Ahwatukee Foothills community is far greater than to any other community.

Optional

Name

Email

Address

City

State

Zip

Phone

Fax

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ADOT

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	Alternatives, Nonfreeway Alternatives	
3	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.
4	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.
5	Alternatives	The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Draft Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.
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 Draft Environmental Impact Statement pages 4-16 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>LOOP 202 South Mountain Freeway Study</div><div>2013</div><div>Draft Environmental Impact Statement COMMENT FORM</div><div><div>Additional Comments:</div><div><div>7</div><div>8</div><div>9</div><div>10</div></div><div><p>and little consideration has been given to this community. Pollution and noise will greatly increase if an 8-10 lane freeway is built along Pecos Road. If the freeway is elevated and a sound barrier wall is built floodplains may be created where none currently exist.</p><p><u>Do Not Build on Pecos !!!</u></p></div></div></div>

ADOT TRACS No.: 2021 MA 054 HS764 01L • Federal-aid Project No.: NH-202-D(ADY)

ADOT

Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
7	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
8	Noise	
9	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.)
10	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						
<div><div>1</div><div><div><div><div>TELEPHONE CONVERSATION RECORD</div><div>SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div></div><div><table><tr><td>INCOMING CALL DATE: 5/15/13</td><td>INCOMING CALL TIME: 5:10 PM</td></tr><tr><td>CALLER: ANONYMOUS</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div><div>CALLER REMARKS/QUESTIONS:</div><div>I support the South Mountain Freeway, it really is needed. Thank you.</div></div></div></div></div></div>		INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 5:10 PM	CALLER: ANONYMOUS	CALLER ADDRESS:	PHONE:	EMAIL:
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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.

Please save it cuz no money NEED Trains
 All around cuz people cant afford buy
 car. NO JOBS SO NEED Start
 Train people can enjoy NO WORRY.
 for MMT
 RX
 Blinds people
 DH people.

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	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>4341</div> <div><div><div>1so if we put a train there instead of the freeway, I</div><div>2think that will be better. That way blind people</div><div>3could have the opportunity to get around the valley.</div><div>4People who have a disability, they could be more</div><div>5social while on a train. They wouldn't have to worry</div><div>6about a car because a lot of people are stuck and</div><div>7they can't use a car or they can't afford a car. But</div><div>8if they're riding on a train, it would be more</div><div>9social.</div><div>10If people don't have driver's licenses,</div><div>11they'll get in less trouble with DUIs or accidents.</div><div>12You know, maybe people are out for a good time and</div><div>13they'll have better opportunities to be able to take</div><div>14public transportation instead of driving, and I just</div><div>15think those are things that you could think twice</div><div>16about.</div><div>17UNIDENTIFIED SPEAKER: I was just</div><div>18discussing this with Ben about the 32nd Street and</div><div>19the Pecos interchange right there, the crossroads</div><div>20right there. There's going to be a bridge built over</div><div>21it and it's going to block it, and there's no way I'm</div><div>22going to be getting through because there's not being</div><div>23a ramp there. There are homes in the area on both</div><div>24sides, but those people in the homes won't be able to</div><div>25use straight through 32nd Street. They're going to</div></div><div><div>1</div><div></div></div><div><div>Page 27</div><div>Driver and Nix Court Reporters - (602) 266-6525</div><div>www.drivernix.com</div></div></div>

Code	Issue	Response
1	Design	The determination to not include an interchange at 32nd Street was made in coordination with the City of Phoenix. 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. At the same time, the City conducted a traffic circulation study to evaluate the impacts of the freeway (and the removal of an access point at 32nd Street) on the local street system. The City study found no adverse effects on the local street system from the proposed freeway (see Appendix 3-1 in the Final Environmental Impact Statement).

Code	Comment Document
2	<div><p>1 have to go through -- through an area of a lot of</p><p>2 homes, and there's going to be a lot of cars going</p><p>3 through the residential area in order to arrive to</p><p>4 40th Street. So there's going to be a lot of cars</p><p>5 and a lot of traffic in that area.</p><p>6 You know, so's there's going to be a lot</p><p>7 of cars taking those smaller side roads and a lot of</p><p>8 traffic in that area. And you have to think about,</p><p>9 it's just a waste of time. You know, it's going to</p><p>10 take me 10 to 15 minutes just to go through that</p><p>11 residential area. I don't think that's right. I</p><p>12 don't think it's fair. You have to respect our home,</p><p>13 our community, 32nd Street. There's a high school</p><p>14 right there.</p><p>15 It's easy if we had a ramp to get right</p><p>16 through there. It would be a lot easier. We could</p><p>17 get through. And from the Indian reservation, they</p><p>18 could come straight through on 32nd Street and get</p><p>19 off right there, and they could go to the high school</p><p>20 in that area. There's just too many -- it's too</p><p>21 crowded in that area on 40th Street and from 32nd</p><p>22 Street because there's a lot of homes right there in</p><p>23 that area. I think it's a really bad idea, so please</p><p>24 don't build this over on 32nd Street. Okay. Done.</p><p>25 UNIDENTIFIED SPEAKER: Don't waste any</p></div> <div>Page 28</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response
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 Draft Environmental Impact Statement pages 4-16 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>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>1</div><div>I am a recent (2 years) relocatee to Phoenix, AZ as a resident who spends substantial time in the West Valley area, primarily work, the effects of the new freeway section would be positive. It would relieve overall congestion, provide access to the East Valley, and allow for an efficient way to travel on I-10 East. Therefore I support the project as proposed, it will be tough on some in the path, but the overall population will benefit, in my opinion.</div></div><div><div>Optional</div><div><div>Name</div><div>Email</div></div><div><div>Address</div></div><div><div>City</div><div>State</div><div>Zip</div></div><div><div>Phone</div><div>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><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>1 have to go through -- through an area of a lot of</div><div>2 homes, and there's going to be a lot of cars going</div><div>3 through the residential area in order to arrive to</div><div>4 40th Street. So there's going to be a lot of cars</div><div>5 and a lot of traffic in that area.</div><div>6 You know, so's there's going to be a lot</div><div>7 of cars taking those smaller side roads and a lot of</div><div>8 traffic in that area. And you have to think about,</div><div>9 it's just a waste of time. You know, it's going to</div><div>10 take me 10 to 15 minutes just to go through that</div><div>11 residential area. I don't think that's right. I</div><div>12 don't think it's fair. You have to respect our home,</div><div>13 our community, 32nd Street. There's a high school</div><div>14 right there.</div><div>15 It's easy if we had a ramp to get right</div><div>16 through there. It would be a lot easier. We could</div><div>17 get through. And from the Indian reservation, they</div><div>18 could come straight through on 32nd Street and get</div><div>19 off right there, and they could go to the high school</div><div>20 in that area. There's just too many -- it's too</div><div>21 crowded in that area on 40th Street and from 32nd</div><div>22 Street because there's a lot of homes right there in</div><div>23 that area. I think it's a really bad idea, so please</div><div>24 don't build this over on 32nd Street. Okay. Done.</div><div>25 UNIDENTIFIED SPEAKER: Don't waste any</div></div> <div><div>Page 28</div><div>Driver and Nix Court Reporters - (602) 266-6525</div><div>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: 6:53 PM
CALLER: ANONYMOUS18	ADDRESS:
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:
I do support the South Mountain Freeway, the 202. It will be a big advantage to the whole community.
Thank you. Goodbye.

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. PLEASE BUILD THIS IMPORTANT

FREEWAY SOON!

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		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><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><i>Freeways are friendly to the environment. With freeways we see less pollution + less traffic accidents. It keeps our our city streets from being as populated. This project will bring jobs to the Valley which Phoenix is hurting for. It will provide employment opportunities to many and bring jobs back to our state. Our freeways are already very busy + this freeway will help to redirect some of that traffic + help with rush hour traffic. The 202 project will definitely be a win win!!</i></p><div><div>Optional</div><div><div>Name</div><div>Email</div><div>Address</div><div><div>City</div><div>State</div><div>Zip</div></div><div><div>Phone</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:</div><div>azdot.gov/SouthMountainFreeway</div></div></div></div></div></div>

Code	Issue	Response
1		Comment noted.

Code Comment Document

4350

1 I-10 plugs up, they all hit the surface streets, and
2 the surface streets from South Phoenix to Laveen just
3 get jammed up. A lot of accidents are starting to
4 happen, more serious accidents than ever before.

5 So I am in favor of building the freeway. I
6 have been in the path of the freeway since '85 when it
7 was designed, and we voted for it in '86. And we are
8 still waiting to see whether this is going to be built
9 or not. But I would strongly suggest that the freeway
10 be built.

11 Thank you very much.

12 ANONYMOUS: Well, we are for it, wish it
13 would happen. I have been following it since 1985.
14 Nothing has happened that we can see. And I live on
15 51st, off of 51st Avenue. And right now the traffic is
16 horrendous. Two miles down south of where I live, the
17 Vee Quiva will open its new phase in July with seven
18 restaurants and a resort, which they don't have right
19 now. So it already -- 51st Avenue will be a freeway.
20 And that's our concern.

21 We want the freeway.

22 ETHEL WILLIAMS: The main thing I would like
23 to do is say that my whole family -- not my whole
24 family, but two-thirds of us, three-fourths of us,
25 moved to Laveen because of all the things they promised

Page 7

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

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<div><div>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div><table><tr><td>INCOMING CALL DATE: 05/16/13</td><td>INCOMING CALL TIME: 6:55 PM</td></tr><tr><td>CALLER: ANONYMOUS20</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div>CALLER REMARKS/QUESTIONS: Yes, I support the freeway, put it in. Thank you.</div></div>	INCOMING CALL DATE: 05/16/13	INCOMING CALL TIME: 6:55 PM	CALLER: ANONYMOUS20	CALLER ADDRESS:	PHONE:	EMAIL:
	INCOMING CALL DATE: 05/16/13	INCOMING CALL TIME: 6:55 PM					
	CALLER: ANONYMOUS20	CALLER ADDRESS:					
	PHONE:	EMAIL:					

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	4430
1	1 UNIDENTIFIED SPEAKER: Where to start. 2 Well, I guess, first of all, I'd like to say that I'm a 3 little frustrated by this whole process, because I'm an 4 Ahwatukee resident. I've been coming to these meetings 5 for years now. And nothing ever really changes. It's the 6 same smoke and mirrors every year, every meeting. And 7 it's like, oh, well, this is the study that we're doing, 8 and this is where we're going. And yet we never get 9 there. There's never a decision. There's never a, this 10 is the drop-dead date, which, you know, in my line of 11 work, in any job I've ever had, you know, if you have a 12 job, you always have a suspense date that, you know -- by 13 which it's supposed to be finished. And so that's 14 probably the most frustrating thing with this, living in 15 an area that's going to be affected by this. 16 The other thing too is that I really resent 17 the fact that this has always been marketed as a commute 18 alternative and a way to improve people that work downtown 19 Phoenix and are commuting from the East Valley to downtown 20 Phoenix, because it's not. This doesn't even take you 21 downtown. It takes you way on the west side, 59th Avenue. 22 So that's great if you're going out of town 23 or if you're a semi or people passing through Phoenix. I 24 just wish that they would market it and address it for 25 what it is. It's a city outer loop truck bypass. It's
	Page 32 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response
1	Purpose and Need	The proposed freeway was developed to improve mobility between the western and southeastern portions of metropolitan Phoenix. See the text beginning on Draft Environmental Impact Statement page 3-27 for more information related to the responsiveness of the proposed freeway to the purpose and need criteria.
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
3	<div><p>1 not a commute option.</p><p>2 In fact, it even shows on their board over</p><p>3 there that this will save you six minutes travel time from</p><p>4 Ahwatukee to downtown. The problem with that is, one,</p><p>5 like I said before, it's not taking you downtown. And</p><p>6 two, if it's saving you that time, it's because you're</p><p>7 still going down the I-10, and maybe there's fewer cars or</p><p>8 trucks on there because now they're taking the outer loop</p><p>9 because they're not going downtown. So...</p><p>10 And as a -- as a homeowner that's going to</p><p>11 be directly affected by this, it would be really nice if</p><p>12 they'd have some dates and some drop-dead, concrete dates</p><p>13 that they could give, or at least some, you know, proposed</p><p>14 dates that, hey, by this date, this is going to happen,</p><p>15 because I can't -- I'm -- I've been living in limbo.</p><p>16 Can't make any decisions on my house or what to do.</p><p>17 So I guess that's -- that's it.</p><p>18 And -- oh, one more thing. And the people</p><p>19 that are giving positive comments are the people that</p><p>20 don't live in an area that's affected by it. I can tell</p><p>21 you that the meetings I've gone to, all those that speak</p><p>22 highly of this are the people that -- in Ahwatukee,</p><p>23 anyway, because I can't really speak to the Laveen area --</p><p>24 are those folks that live north of Chandler Boulevard. So</p><p>25 they're not affected by this. But I guarantee you if they</p></div> <div><p>Page 33</p><p>Driver and Nix Court Reporters - (602) 266-6525</p><p>www.drivernix.com</p></div>

Code	Issue	Response
3	Construction	The schedule for the next steps includes publishing the Final Environmental Impact Statement in 2014. A 60-day public review period will be provided. Then the record of decision would be published. If a build option is selected, construction could begin as early as 2015.

Code	Comment Document
4	<div><p>1 were, then their comments wouldn't be so positive.</p><p>2 One more thing. Since it's always been said</p><p>3 that, well, this has been in the works since like 1985 or</p><p>4 before and -- that being the case, why were the homes that</p><p>5 are built along the right-of-way of the freeway or even,</p><p>6 in my case, right up to the freeway, allowed to have been</p><p>7 built? Because initially they were not in the planning as</p><p>8 far as those communities. Where my house sits, and the</p><p>9 whole row of houses, were not originally supposed to be</p><p>10 built.</p><p>11 Likewise, there's a brand-new housing</p><p>12 development down on the west part of Pecos at probably</p><p>13 about 15th Avenue that was just built in the last few</p><p>14 years. And it's going to be taken out by the freeway.</p><p>15 So the only rationale I can see is that they</p><p>16 wanted to draw property taxes on it until they finally did</p><p>17 make a decision on the freeway. But since they knew this</p><p>18 was going to go through all along, those should never have</p><p>19 been allowed to be built.</p><p>20 UNIDENTIFIED SPEAKER: I was studying</p><p>21 this -- a map over here, and the layout and everything,</p><p>22 and I can see that there's going to be new bridges that</p><p>23 are going over the top. And I just think that it's just</p><p>24 too many trucks that are going to be passing over the top</p><p>25 of the bridges. And I think it's -- suppose they crashed?</p></div> <div><p>Page 34</p><p>Driver and Nix Court Reporters - (602) 266-6525</p><p>www.drivernix.com</p></div>

Code	Issue	Response
4	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 Draft Environmental Impact Statement.

Code	Comment Document
1	<div>Document Created: 7/10/2013 1:53:15 PM by Web Comment Form</div> <p>I think the freeway should be as elevated as possible because elevated freeway sections are better looking, and keep the sound out of the underlying communities. I think the freeway would best serve the people if it was entirely elevated.</p>

Code	Issue	Response
1	Noise	The freeway profile, or elevation, is determined by a number of engineering factors including geology, drainage, and cost, among others. Like most freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would maintain a rolling profile, being elevated above most major cross streets and dropping to near ground level between interchanges.

Code	Comment Document
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LOOP 202

South Mountain

Freeway Study

2013

Draft Environmental Impact Statement

COMMENT FORM

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

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- How the proposed action would affect you.

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

1

FAVORED 202 LOOP CONSTRUCTION DUE TO THE FOLLOWING ADVANTAGES.

DOWNTOWN AREA FOR

- THE ALIGNMENT WILL BYPASS BIG TRUCKS GOING TO TUCSON OR EAST SIDE - LESS TRAFFIC VOLUME AT THE JO FREEWAY - LESS BIG TRUCKS LESS ACCIDENTS DUE TO LESS VEHICLES @ RUSH HOURS.
- IT WOULD OPEN UP NEW BUSINESSES & HOUSING DEVELOPMENT ALONG THE NEW 202 LOOP ALIGNMENT

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		Comment noted.

Code	Comment Document
1	<div><div><div><div>INCOMING CALL DATE: 5/17/13</div><div>INCOMING CALL TIME: 1:52 PM</div></div><div><div>CALLER: ANONYMOUS22</div><div>CALLER ADDRESS:</div></div><div><div>PHONE:</div><div>EMAIL:</div></div></div><div><div>CALLER REMARKS/QUESTIONS:</div><div>I support the South Mountain Freeway extension.</div></div></div>

Code	Issue	Response
1		Comment noted.

Code

Comment Document

From: [Rusty Crerand](#)
To: [ADOT](#)
Subject: Envoy #1314145299 S. Mt. Comment
Date: Tuesday, May 21, 2013 2:24:01 PM
Attachments: [image001.png](#)

Another South Mt. Loop 202 Comment.

5/21/2013 12:22:54 PM

It is completely unclear to me what it is that you are planning to do, there are so many options listed, that I cannot tell what you really have planned. Our existing highways need correction already, why would I want you to build another problem child? I-10's cut down of lanes at 75th Avenue is the worst of the traffic hazards. The way the freeways travel now, I can get to work almost as fast by avoiding it for the most part.

Rusty Crerand
Constituent Services Officer

206 S. 17th Ave.
MD 118A Room 101
Phoenix, AZ 85007
602.712.7856
dcrerand@azdot.gov

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

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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>

Code	Comment Document
	<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><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>OUTSTANDING WORK ADOT TEAM. THIS IS A MUCH NEEDED ALTERNATE FREEWAY CORRIDOR THAT WOULD ADDRESS FUTURE TRAFFIC GROWTH. THE SOUTH MOUNTAIN FREEWAY WOULD PROVIDE THE TRAVELER PUBLIC MORE OPTIONS AND WOULD REDUCE CONGESTION ON I-10.</p><p>BUILD IT NOW!</p></div><div><p>Optional</p><p>Name _____ 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><div>U.S. Department of Transportation</div><div>Federal Highway Administration</div></div></div><div>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</div></div></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
4431	<div><p>1 were, then their comments wouldn't be so positive.</p><p>2 One more thing. Since it's always been said</p><p>3 that, well, this has been in the works since like 1985 or</p><p>4 before and -- that being the case, why were the homes that</p><p>5 are built along the right-of-way of the freeway or even,</p><p>6 in my case, right up to the freeway, allowed to have been</p><p>7 built? Because initially they were not in the planning as</p><p>8 far as those communities. Where my house sits, and the</p><p>9 whole row of houses, were not originally supposed to be</p><p>10 built.</p><p>11 Likewise, there's a brand-new housing</p><p>12 development down on the west part of Pecos at probably</p><p>13 about 15th Avenue that was just built in the last few</p><p>14 years. And it's going to be taken out by the freeway.</p><p>15 So the only rationale I can see is that they</p><p>16 wanted to draw property taxes on it until they finally did</p><p>17 make a decision on the freeway. But since they knew this</p><p>18 was going to go through all along, those should never have</p><p>19 been allowed to be built.</p><p>20 UNIDENTIFIED SPEAKER: I was studying</p><p>21 this -- a map over here, and the layout and everything,</p><p>22 and I can see that there's going to be new bridges that</p><p>23 are going over the top. And I just think that it's just</p><p>24 too many trucks that are going to be passing over the top</p><p>25 of the bridges. And I think it's -- suppose they crashed?</p></div> <div><p>Page 34</p><p>Driver and Nix Court Reporters - (602) 266-6525</p><p>www.drivernix.com</p></div>

Code	Issue	Response

Code	Comment Document
1 2	<p>1 They could crash directly into our home and destroy our</p> <p>2 home, destroy our lives, destroy our houses. It's just a</p> <p>3 threat. It's just a threat to our life and the</p> <p>4 environment as well. It's just going to ruin the</p> <p>5 environment.</p>
3	<p>6 My home has these windows. They're going to</p> <p>7 be dirty. They're going to be black with soot. The roofs</p>
4	<p>8 are going to be black because there's too many trucks on</p> <p>9 these highways and of all the traffic that's going to be</p> <p>10 passing by. So there's just no way.</p>
3	<p>11 I mean, if there's cars, that's okay, but</p> <p>12 it's just the trucks that I'm worried about. Trucks are</p> <p>13 always filthy and full of pollution with all the smoke</p> <p>14 that they create.</p>
5	<p>15 And I just think it's going to be very, very</p> <p>16 dangerous for our environment, for our health, you know,</p> <p>17 for the farm and the gardening that we have in the back</p> <p>18 yard. It's going to ruin the environment completely with</p> <p>19 the pollution.</p>
6	<p>20 There's schools in the area. There's lots</p> <p>21 of schools in the area where kids play sports or just</p> <p>22 around, and it's just going to be -- and their health is</p> <p>23 going to be affected by it all along this area.</p> <p>24 And if you have the bridge -- if you have</p> <p>25 this bridge built, people aren't going to buy my house,</p>
Page 35	
Driver and Nix Court Reporters - (602) 266-6525	
www.drivernix.com	

Code	Issue	Response
1	Safety	To reduce the number of freeway accidents and the expenses associated with responding to them, particular attention was paid to safety factors in the design of the proposed freeway. The proposed South Mountain Freeway's eight-lane section is shown on Draft Environmental Impact Statement page 3-58, with discussion and remarks that the freeway would be consistent with the design of other freeways in the region and thereby would improve driver expectancy and safety. The sidebar on Draft 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.
2	Design	The proposed freeway main line is no closer than 100 feet from any residences along Pecos Road. The bridge sections include concrete barriers that prevent vehicles from leaving the roadway. The noise walls along the proposed freeway would be of a height such that vehicles could not see over them and into residences.
3	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
4	Purpose and Need, Truck Bypass	
5	Health Effects	
6	Visual Resources	Draft Environmental Impact Statement page 4-158 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, Draft Environmental Impact Statement page 4-159 has nearly a full page discussing "how structures are aesthetically treated and how the public could be directly involved in developing aesthetic treatments."

Code	Comment Document
7	1 because it's going to be right there. So it's going to
8	2 hurt the resale of our house. It's not going to be worth
	3 it for them to spend money on my house.
	4 The government already owes -- the
	5 government already owes money, \$16 trillion in debt. It's
	6 not worth fighting for this. It's been 30 years.
9	7 So please, please don't build this. It's
	8 just going to be horrible. You should no build the
	9 bridges across the top because of the bad environment.
	10 There are other organizations that already filed
	11 complaints. Just ADOT, you know, they're going to -- and
	12 other organizations will also file complaints some day.
	13 MS. MILES: My name is Carmen Miles, and
	14 I've been living on the Gila River Indian Reservation for
	15 all of my life. And whenever I leave the reservation, I
	16 still never forget it. If I move -- I have moved away for
	17 a year. But I still always remember that's where I -- I
	18 was raised, and that's my home. And knowing that people
	19 want to use my land as a transportation system that might
	20 affect it for the future and all the generations to come,
	21 it hurts me, and it also hurts my people. So I don't feel
	22 like this is helping my land at all. Looking at it, how
	23 it's still in a bad condition today, but I will always
	24 work for my land. I was always -- I always have hope for
	25 my land, and I always support it.
	Page 36
	Driver and Nix Court Reporters - (602) 266-6525
	www.drivernix.com

Code	Issue	Response
7	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.
8	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 at <azdot.gov/business/RightofWay_Properties/booklets-and-manuals>.
9	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document						
<div><div>1</div><div><div><div><div>TELEPHONE CONVERSATION RECORD</div><div>SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div></div><div><table><tr><td>INCOMING CALL DATE: 5/17/13</td><td>INCOMING CALL TIME: 2:37 PM</td></tr><tr><td>CALLER: ANONYMOUS23</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div><div>CALLER REMARKS/QUESTIONS:</div><div>Yeah, I support the South Mountain Freeway, I think it would be great for the Phoenix metropolitan area. I think it would alleviate a lot of traffic through the city at rush hour. All good things. Thank you.</div></div></div></div></div></div>		INCOMING CALL DATE: 5/17/13	INCOMING CALL TIME: 2:37 PM	CALLER: ANONYMOUS23	CALLER ADDRESS:	PHONE:	EMAIL:
INCOMING CALL DATE: 5/17/13	INCOMING CALL TIME: 2:37 PM						
CALLER: ANONYMOUS23	CALLER ADDRESS:						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code

Comment Document

From: [Rusty Crerand](#)
To: [ADOT](#)
Subject: Envoy #1314144101 S. Mt.
Date: Tuesday, May 21, 2013 2:22:20 PM
Attachments: [image001.png](#)

This comment came to me through Envoy.

5/21/2013 12:14:41 PM
Hello: I am writing on behalf of my oppositions to the loop 202 freeway going through Pecos st. I am an ahwatukee resident and I am against the freeway being built on Pecos. South of Pecos would be fine. I live in lakewood on a lake and am concerned about the relocation of the wells as well as the increased noise and pollution. Home prices have taken a hit over the years and i am concerned.

Rusty Crerand
Constituent Services Officer

206 S. 17th Ave.
MD 118A Room 101
Phoenix, AZ 85007
602.712.7856

dcrerand@azdot.gov

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

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

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	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.)
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	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	Issue	Response
1	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>The Draft Environmental Impact Statement had a 90-day comment period—twice the duration that federal regulations require. A public hearing was held on May 21, 2013, at the Phoenix Convention Center from 10 a.m. to 8 p.m. where individuals provided comments for up to 3 minutes in front of a project team panel or provided comments with no specific time limit to a court reporter. Comment forms were available for written comment.</p> <p>At any time during the 90-day period, comments could be made using e-mail, phone, the project Web site, and by mail. Six additional community forums were held at locations within and in close proximity to the Study Area.</p>

Code

Comment Document

From: [Mark](#)
To: [Projects](#)
Subject: Loop 202 South Mtn.
Date: Thursday, June 06, 2013 3:43:49 PM

Build the Loop 202 South Mtn. Freeway. The traffic congestion on the I-10 through west Phoenix is intolerable. The traffic moves at a snails pace for much of the day and this freeway will take much of this traffic off the I-10. The traffic congestion is only going to get worse on the I-10 (if that is possible) over time if this segment of the 202 is not built. I feel the pain of the homeowners in the freeway corridor, but not enough to stop construction. Most were well aware of the future plans for their area before they purchased their property. They should be compensated for their property, but should not be allowed to stop the construction of the Loop 202 South Mtn.. Build the Loop 202 South Mtn. Freeway - the sooner the better. Thank you for this opportunity to give my input.

1

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

Code	Comment Document
	<div><div><div><div><div></div><div>From: Mark</div><div>To: Projects</div><div>Subject: Pecos Road Loop 202 South Mtn.</div><div>Date: Thursday, June 06, 2013 3:34:06 PM</div></div></div><div></div></div></div> <div><div>1</div><div><p>Build the Loop 202 South Mtn. The traffic conditions on the I-10 in west Phoenix are intolerable. Traffic during most of the day moves at a crawl. Something has to be done to relieve this situation and I think building the Loop 202 South Mtn. will relieve much of this traffic congestion. Those people who bought and built in the freeway corridor should be compensated, but then should have no legal right to continue to stall freeway construction. Thank you for this opportunity to comment on the freeway project.</p></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.

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><u>May 21, 2013</u></p><p><u>I have been a resident of Phoenix for over 18 years and have seen this city grow/sprawl with no overall strategic planning. What a shame for a city I really enjoy living in. This freeway is another project which will increase sprawl — cost tax payers over \$3 billion and affect so many communities in the name of progress. We will be no different than LA with its sprawl and countless billboards which are now, sadly, part of Phoenix landscape.</u></p><div><p>Optional</p><p>Name _____ 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>U.S. Department of Transportation Federal Highway Administration</div><div>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</div></div></div></div>

- 1
- 2
- 3

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	Construction	The proposed freeway would not cost \$3 billion as indicated by the commenter. The total budget for constructing the proposed freeway is \$1.9 billion, approved by the Maricopa Association of Governments Regional Council in May 2012. The cost estimates for the proposed freeway, as described beginning on page 3-59 of the Draft 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.
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 Draft Environmental Impact Statement pages 4-16 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	Issue	Response
1	Alternatives	<p>The study has considered concepts for parallel multiuse paths; however, the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Draft Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.</p>



Code	Comment Document
	<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><p>Comments must be received or postmarked by July 24, 2013.</p><div><p>The Preferred Alternative will be a great addition to the system. Reduced emissions and reduced travel times by reduced traffic are big pluses +!</p><p>Please go forward with the Preferred Alt.</p></div><div><p>Optional</p><p>Name _____ Email _____</p><p>Address _____</p><p>City <u>Mesa, AZ</u> State _____ Zip <u>85203</u></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>

Code	Issue	Response
1		Comment noted.


Code	Comment Document
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Code	Comment Document						
1	<div><div>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div><table><tr><td>INCOMING CALL DATE: 5/17/13</td><td>INCOMING CALL TIME: 4:50 PM</td></tr><tr><td>CALLER: ANONYMOUS</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div>CALLER REMARKS/QUESTIONS: Hello, Hello. Oh crumb, cripe.</div></div>	INCOMING CALL DATE: 5/17/13	INCOMING CALL TIME: 4:50 PM	CALLER: ANONYMOUS	CALLER ADDRESS:	PHONE:	EMAIL:
	INCOMING CALL DATE: 5/17/13	INCOMING CALL TIME: 4:50 PM					
	CALLER: ANONYMOUS	CALLER ADDRESS:					
	PHONE:	EMAIL:					

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>Heavy traffic on 51st Avenue, Phoenix, is primarily due to semi-trailers avoiding I-10 through downtown Phoenix. This is more than a nuisance; it is a safety factor for pedestrians, small vehicles, buses, etc.</p><p>South Mountain must be built. It was needed 10 years ago, it is needed now. And it need will never be eliminated.</p></div><div><p>Optional</p><p>Name _____ 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><p>ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-106</p><div><div> </div><div>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</div></div></div></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div><p>From: Projects To: ADOT Subject: FW: South Mountain Freeway - JUST DO IT!!!!!! Date: Monday, July 15, 2013 3:37:04 PM Attachments: image001.png</p><hr/><p>Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov </p><hr/><p>From: Reedphx@aol.com [mailto:Reedphx@aol.com] Sent: Monday, July 15, 2013 3:31 PM To: Projects Subject: South Mountain Freeway - JUST DO IT!!!!!!</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.

Code

Comment Document

From: [Projects](#)
To: [ADOT](#)
Subject: FW: Member of PARC
Date: Tuesday, July 16, 2013 10:07:24 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-to-blue gradient, and the word "Communications" in a smaller, black, sans-serif font below it.

From: Front Desk2 [<mailto:Alice@desertfoothillsdental.com>]
Sent: Tuesday, July 16, 2013 9:41 AM
To: Projects
Subject: Member of PARC

1

2

Please DO NOT let the freeway go thru South Mountain, it will be dangerous to the public and the health of our children!

Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution 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	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	Health Effects	

Code

Comment Document

From: [Projects](#)
To: [ADOT](#)
Subject: FW: SM Comment
Date: Tuesday, July 16, 2013 3:57:41 PM

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. It features the letters "ADOT" in a stylized, bold font. The "A" is purple, "D" is green, "O" is blue, and "T" is red. Below "ADOT" is the word "Communications" in a smaller, black, sans-serif font.

From: Thom [mailto:thoml@cox.net]
Sent: Tuesday, July 16, 2013 3:51 PM
To: Projects
Subject:

Build the freeway
Too many damn wrecks on the freeway going to Ahwatukee

Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution 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	Firstly build it already	Document Created: 7/21/2013 6:05:02 PM by Web Comment Form

Code	Issue	Response
1		Comment noted.

Code

Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 4:33 PM
CALLER: ANONYMOUS32 PHONE:	CALLER ADDRESS: 4473 E. MOCKINGBIRD LANE, PARADISE VALLEY, AZ EMAIL:
CALLER REMARKS/QUESTIONS: I support the freeway.	

1

Code	Issue	Response
1		Comment noted.

Code Comment Document

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

INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 4:41 PM
CALLER: ANONYMOUS33 [UNCLEAR] PHONE:	CALLER ADDRESS: [UNCLEAR] EMAIL:

CALLER REMARKS/QUESTIONS:

Hi, [unclear] I do support the freeway, the traffic is horrible. I go back and forth to Tucson and anything that would get rid of [unclear] that I experience every single week I support it and create jobs I think it would be great, thanks. [unclear]

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div><div><div></div><div>From: Otto Rocket</div><div>To: Projects</div><div>Subject: No to building the South Mountain Freeway</div><div>Date: Wednesday, July 24, 2013 2:22:49 PM</div></div></div></div></div>
	<p>ADOT,</p>
1	<p>I am writing this in opposition of constructing the Loop 202 Freeway down Pecos Rd and through the community of Ahwatukee. As a new resident to the state of AZ (just over a year) I was drawn to the outdoor lifestyle, weather, mountains, and parks. As I spent more and more time in Ahwatukee, I realized this was the community for my family and me.</p>
2	<p>As I have read more and researched details about the proposed highway I cannot believe that this is still being considered. For something that was planned years and years ago does not mean it applies to current times and population of the area. Yes I have read that people and organizations knew that the freeway was a possibility and built there anyway. So you're going to uproot hundreds of families, greatly decrease property values, and have houses and schools back straight up to the freeway? Let's not mention the new pollution that will be trapped between South Mountain and the Estrella range.</p>
3	<p>In a time where cities are restoring their parks and protecting their historical districts this project is going to blast a hole through our park? The largest municipal park in the United States? Phoenix will be a laughing stock. Is this worth ruining one of the most unique communities (worlds largest cul de sac) and a state park (yes it will ruin both) for a roadway we do not need or at the very most a convenience for a small number of commuters?</p>
4	<p>The money reserved for this project could be used for existing infrastructure that is more than adequate for current commuters. I have read that funds are lacking for maintenance and upkeep of existing roads and this money could be used to alleviate that situation.</p>
5	<p>Please do the sensible thing and re purpose these funds to fix current infrastructure, do not write off Ahwatukee, the GRIC, and South Mountain to build this unnecessary roadway.</p>
6	<p>Thank you,</p>
7	<p>Concerned Resident</p>
8	
9	
10	

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, Old Plan or Use of Old Data	
3	Neighborhoods/ Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
4	Economics, Socioeconomics	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138–47; “Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor”). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
5	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	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.
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

Code	Issue	Response
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 Draft Environmental Impact Statement pages 4-16 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
9	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	The proposed project is part of the <i>Regional Transportation Plan</i> for the Maricopa County region. In 2004, the voters of Maricopa County approved the <i>Regional Transportation Plan</i> and the extension of a half-cent sales tax to fund the projects. The funding for the right-of-way acquisition and construction of the proposed project would come from a combination of Federal (National Highway Performance Program) and County (half-cent sales tax, also known as Regional Area Road Funds) sources. Use of these funds for construction of the proposed freeway would not affect available funds for statewide projects nor would not constructing this facility make additional funds available for other statewide projects.

Code	Comment Document						
	<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: 5/19/13</td><td>INCOMING CALL TIME: 4:57 PM</td></tr><tr><td>CALLER: ANONYMOUS35</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div><div>CALLER REMARKS/QUESTIONS:</div><div>Well, after you gave me all the things in Spanish and English you didn't...it went blank so I finally pushed a button to talk to somebody. I'm for the freeway but your survey stinks. You give us all this information but you hang us dry and we can't respond, so now I'm trying to respond and I think your freeway is good and I think it would help the economy, it would help the traffic situation and so on. But you don't give out this long dissertation what your project is and then you left us all just hanging dry. There is no way of talking, so that's how I finally pushed the speed dial, or whatever I pushed and I got this far. So anyway, I'm for the freeway. I live in north Phoenix and you need to change your menu 'cause people will just hang up on you. Thank you bye.</div></div></div></div></div>	INCOMING CALL DATE: 5/19/13	INCOMING CALL TIME: 4:57 PM	CALLER: ANONYMOUS35	CALLER ADDRESS:	PHONE:	EMAIL:
INCOMING CALL DATE: 5/19/13	INCOMING CALL TIME: 4:57 PM						
CALLER: ANONYMOUS35	CALLER ADDRESS:						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div>1234567894</div></div><div><div><div><div>From:</div><div>To:</div><div>Subject:</div><div>Date:</div></div><div><div>epr1474@cox.net</div><div>Projects</div><div>freeway</div><div>Wednesday, July 24, 2013 9:09:36 PM</div></div></div></div></div> <div><p>We all know that this will be a TRUCK ROUTE to bypass downtown which will include all hazardous materials ! I look south of pecos and see only desert but you want to tear down houses , a church & build next to a school. Why can't you at least put on land just south of pecos, which will keep from taking down structures. The best would be to move it out closer to riggs road. If built on pecos traffic would be a nightmare during construction chandler blvd could not handle it all & there is no road besides pecos to foothills reserve where I live. There would also be a lot of pollution for years while being built , with everyone using surface streets, stop lights/stop signs etc. There would be a lot of traffic going next to a lot of schools ,since all streets would be very busy & schools are on main side streets. Please talk to indians on res. & put just south of pecos at the very least would save \$\$ time & prevent traffic congestion . Thanks, Ahwatukee resident since 1978</p></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	Hazardous Materials	
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, 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	Alternatives, Gila River Indian Community Alignment	
6	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). Nearly two-thirds of any alternative using Riggs Road would be on Gila River Indian Community land. 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.
7	Traffic	<p>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 Draft Environmental Impact Statement page 3-27.)</p> <p>In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the freeway on the local street system. The City study found no adverse effects on the local street system from the proposed freeway (see Appendix 3-1 in the Final Environmental Impact Statement).</p>

Code	Comment Document

Code	Issue	Response
8	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).
9	Construction	Although the overall duration for constructing the proposed project would be about 5 years, construction duration in any one area would take roughly 18 months, not years.

Code

Comment Document

1

TELEPHONE CONVERSATION RECORD

SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 3:54 PM
CALLER: ANONYMOUS36	CALLER ADDRESS:
PHONE:	EMAIL:
<div><div>CALLER REMARKS/QUESTIONS:</div><div>I support the South Mountain Freeway. Bye.</div></div>	

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div><div><div></div><div>From:</div></div><div><div>Projects</div><div>To:</div></div><div><div>FW: SMF EIS Written Comments (projects@azdot.gov)</div><div>Subject:</div></div><div><div>Wednesday, June 26, 2013 10:42:18 AM</div><div>Date:</div></div><div><div>image001.png</div><div>Attachments:</div></div></div></div></div> <div><div><div><div><div></div><div>Thank you,</div></div><div><div>Matthew Eberhart</div><div>Community Relations Officer</div></div><div><div>1655 W Jackson St. MD 126F</div><div>Phoenix, AZ 85007</div><div>602-712-2060</div><div>azdot.gov</div></div><div><div><div>ADOT</div><div>Communications</div></div></div></div></div></div> <div><div><div><div><div></div><div>From: exit2lef@gmail.com (Google Drive) [mailto:exit2lef@gmail.com]</div></div><div><div>Sent: Wednesday, June 26, 2013 10:12 AM</div><div>To: Projects</div></div><div><div>Subject: SMF EIS Written Comments (projects@azdot.gov)</div></div></div></div></div> <div><div><div><div><div></div><div>I've shared an item with you.</div></div><div><div><div><div></div><div>SMF EIS Written Comments</div></div></div></div><div><div>Google Drive: create, share, and keep all your stuff in one place.</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>

(Comment codes begin on next page)

Code	Issue	Response

Code	Comment Document
1	I am commenting as a concerned citizen and not as a representative of any organization. In discussing the proposed freeway’s impact on South Mountain, ADOT Spokesperson Tim Tait has said the following: "You can’t build a freeway without some sort of consequence" That's true, but the statement fails to distinguish between acceptable consequences and unacceptable ones. If we allow the world's largest municipal park to be violated by a freeway, Phoenix may become the world's largest municipal laughing stock. If we absolutely must have this freeway, then another route must be found. Nevertheless, it's unclear if this freeway is needed at all. After reading the entire report, I believe it is based on out-of-date assumptions and faulty reasoning.
2	
3	<p>Starting with the issue of induced demand, I quote from the draft: "The purpose of the proposed action is not to promote economic development but to respond to a growing need for additional transportation capacity as a result of regional growth occurring now and as projected. Therefore, the action alternatives are not expected to contribute to induced growth in the region."</p> <p>That wording is astonishing. The claim being made in the passage above can be compared to going to the doctor, telling him or her that you eat nothing but bacon, but that you don't expect any negative impact on your health because you aren't eating bacon with the intent of hurting your health. If only we could simply wish away the unintended consequences of our actions. The more likely outcome is that this freeway will provide short term relief but then induce more traffic.</p> <p>Contrary to the claims made in the report, induced demand happens routinely as a result of road building, even when transportation demand exceeds supply. The induced traffic may not come primarily from the Laveen and Ahwatukee neighborhoods linked by the proposed freeway, but instead from more far-flung suburban regions that become more appealing when a commute that had been previously unthinkable suddenly becomes “not so bad.” Is it really in the best interests of the metropolitan area to enable daily drives between Buckeye and Queen Creek, for example?</p> <p>Supporters of the South Mountain Freeway claim that construction of this road will bring economic development to Laveen. While a freeway is likely to bring construction projects and real estate investment to the area, the most likely result will be inefficient, unsustainable job sprawl instead of a strong local economy. The idea of decentralized employment has been pursued for years, most notably in Phoenix’s urban village concept, and its failure is evident in the long suburb-to-suburb commutes that have resulted.</p> <p>Because contemporary labor markets are so specialized, few job seekers find work in their particular professional niches close to home. Instead, the jobs in one suburb are often filled not by nearby residents, but instead by people commuting long distances in single-occupant motor vehicles from another suburb miles away. Even if one is lucky enough to find work close to home, job transfers and office relocations are such a frequent occurrence that the congruence of residence and workplace can disappear with little notice. Likewise, even someone employed close to home may find his or her spouse, domestic companion, or adult child traveling a long distance to find employment in his or her area of specialized area of expertise.</p> <p>For all those reasons, a far better scenario is not a freeway connecting two suburban</p>

Code	Issue	Response
1	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Purpose and Need, Lack of Support	
3	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
4	<p>neighborhoods and encouraging unproductive land use, but instead enriching those areas with the best possible rail and bus links to existing employment centers. Unfortunately, the draft report dismisses these options with insufficient consideration. Chapter 3 notes that no planned rail lines will serve the territory connected by the proposed freeway, but doesn't even contemplate that additional rail lines beyond those currently planned could be added.</p> <p>That's quite an omission considering how many times the map of planned light rail extensions has been revised since the passage of Proposition 400 in 2004. The original map did not envision light rail in South Phoenix, but a line to that part of town is now being studied. A second phase extending that line to Laveen might be feasible. While the study acknowledges that other modes of transport could be added in the future, relegating non-automotive modes to a wish list is not responsible planning. The time to look at those alternatives in depth is now, before any park land is sacrificed for a freeway.</p> <p>Similarly, the report considers each mode of transport in isolation without appropriate attention to the possibilities that an appropriate mixture of modes might present. Could the proposed freeway be built as a parkway with a smaller footprint? The study claims that would not fulfill transportation needs by itself, but doesn't address the possibility of a parkway combined with investments in public transit as a more balanced approach to regional transportation needs.</p> <p>A strategy that does not rely exclusively on automotive travel would be in line with shifting demographic realities, ones that were ignored if the draft EIS. Since 2005, the date from which most projections in the report are extrapolated, there has been a substantial downturn in driving and car ownership, particularly by young adults. Quoting from the U.S. Public Interest Research Group's May 2013 report, "The Millennial generation is leading the change in transportation trends. 16 to 34-year-olds drove a whopping 23 percent fewer miles on average in 2009 than in 2001— the greatest decline in driving of any age group." Why then assume that patterns that held prior to 2005 will inevitably be repeated over the next few decades?</p> <p>Of course, one might argue that a reduction in driving could offset the induced traffic mentioned earlier in these comments. That optimal balance between opposing forces would come about only with extraordinarily good fortune. Instead of relying on luck, why not reinforce the positive trend toward diminished driving instead of building roads that might have a contrary effect of inducing traffic? In addition, why spend substantial amounts of money on a freeway that may not be needed when it is clear that increasing numbers of Americans want to see more investment in public transit, along with bicycling and pedestrian infrastructure.</p> <p>In light of all these considerations, the only logical conclusion is that the draft report relies on outmoded data and assumptions to forecast growth in vehicle miles traveled, and it casually dismisses non-automotive modes of travel that might meet transportation demand, either by themselves or in conjunction with a smaller road project. Even if ADOT's VMT projections are accurate, it likely the freeway will only worsen the problem due to induced demand. Don't destroy part of South Mountain on the basis of such insufficient justification. Please rethink this report and the freeway it advocates.</p>

Code	Issue	Response
4	Alternatives, Nonfreeway Alternatives	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
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	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
7	Traffic	<p>The historical growth in the Maricopa County region is discussed in the Draft Environmental Impact Statement beginning on page 1-5. The critical factors such as available land, mild climate, affordable cost of living, and employment opportunities that led to the historical growth rates in the region remain unchanged.</p> <p>The comment relies heavily on national trends for travel; however the local conditions and setting of the Phoenix metropolitan area are not consistent with areas of high-density cities in other parts of the country. In Maricopa County, daily vehicle miles traveled levels increased by almost 2 percent between 2011 and 2012 and the 2012 daily vehicle miles traveled is approaching the prerecession peak in 2007. (<i>Source:</i> Arizona Department of Transportation Multimodal Planning Division Highway Performance Monitoring System Data for the Calendar Year 2012 and 2011).</p> <p>Even if the trend of vehicle miles traveled “per capita” decreasing continues, the total vehicle miles traveled in the region would still increase along with increases in total population.</p> <p>A critical factor not acknowledged in the comment is 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 and emerging national trends may show a lower anticipated population and vehicle miles traveled in 2035 than the previous projections, the need for the freeway has not changed.</p> <p>The Maricopa Association of Governments approved new population, employment, housing, and traffic projections in June 2013. The new data are presented in the Final Environmental Impact Statement beginning on page 1-11. The purpose and need and analysis of alternatives were updated and reevaluated using these new socioeconomic projections and corresponding projections related to regional traffic. While new projections based on the 2010 Census showed a lower anticipated population and vehicle miles traveled in 2035 than the previous projections, the conclusions reached in the Draft Environmental Impact Statement were validated in the Final Environmental Impact Statement (see Chapter 3, <i>Alternatives</i>). The traffic analysis demonstrated that the proposed project is needed today and will continue to be needed into the future.</p>

Code

Comment Document

1

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 4:27 PM
CALLER: ANONYMOUS38	CALLER ADDRESS:
PHONE:	EMAIL:
CALLER REMARKS/QUESTIONS: Yes, if nothing else, it would take the heavy 18-wheeler truck traffic out of the middle of the street and if you could get that done as quick as possible we would appreciate it because we need to get more flow of people coming home from work and all that stuff and all those trucks are throwing rocks and taking up so much room anyway. Thanks very much for the call and I appreciate it, bye bye.	

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<div><div>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div><table><tr><td>INCOMING CALL DATE: 5/20/13</td><td>INCOMING CALL TIME: 2:15 PM</td></tr><tr><td>CALLER: ANONYMOUS39</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div>CALLER REMARKS/QUESTIONS: I support the passage.</div></div>	INCOMING CALL DATE: 5/20/13	INCOMING CALL TIME: 2:15 PM	CALLER: ANONYMOUS39	CALLER ADDRESS:	PHONE:	EMAIL:
	INCOMING CALL DATE: 5/20/13	INCOMING CALL TIME: 2:15 PM					
	CALLER: ANONYMOUS39	CALLER ADDRESS:					
	PHONE:	EMAIL:					

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<div><div>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div><table><tr><td>INCOMING CALL DATE: 5/20/13</td><td>INCOMING CALL TIME: 2:15 PM</td></tr><tr><td>CALLER: ANONYMOUS40</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div>CALLER REMARKS/QUESTIONS: I support the freeway. I support it, support it, support it.</div></div>	INCOMING CALL DATE: 5/20/13	INCOMING CALL TIME: 2:15 PM	CALLER: ANONYMOUS40	CALLER ADDRESS:	PHONE:	EMAIL:
	INCOMING CALL DATE: 5/20/13	INCOMING CALL TIME: 2:15 PM					
	CALLER: ANONYMOUS40	CALLER ADDRESS:					
	PHONE:	EMAIL:					

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div>Document Created: 7/24/2013 6:13:43 PM by Web Comment Form</div> <div><div>1</div><div>2</div><div>3</div></div> <div><p>The draft ESI did not take into consideration that the freeway will be within several hundred meters of several schools including gradeshcools. The freeway will be right next to these shcools and the playgrounds of these schools. The study did not accuratley are adequately study or address the harmful and permanent damage that freeway pollution has on human lungs especially gradeschool children whose lungs are developing.</p><p>The study did not include or reference completed scientific studies which have shown and proven the long term health effects of freeway pollution on human lungs especially gradeshcool age children who will be spending 8 hours a day 5 days a week breathing the smog from the freeway. Leaving out these scientific studies and only referencing studies that are not complete is gross negligence and incompetency bordering on fraud to blindly support a freeway which has been poorly planned.</p><p>The freeway does not belong at this location.</p></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	
3	Air Quality	<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> <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>

Code

Comment Document

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

INCOMING CALL DATE: 6/10/13	INCOMING CALL TIME: 1:42 PM
CALLER: ANONYMOUS43	CALLER ADDRESS:
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

I do not support the building of 202 South Mountain Freeway. It may reduce traffic but it will increase fuel emissions and I believe our tax dollars should be used instead to develop better public transportation systems instead of more highways. Thank you.

1

2

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

Code

Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 6/11/13	INCOMING CALL TIME: 6:18 PM
CALLER ANONYMOUS45	CALLER ADDRESS:
PHONE:	EMAIL:
CALLER REMARKS/QUESTIONS: I want to support the building of the freeway on South Mountain.	

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<div><div>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div><table><tr><td>INCOMING CALL DATE: 6/12/13</td><td>INCOMING CALL TIME: 5:51 PM</td></tr><tr><td>CALLER: ANONYMOUS46</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div>CALLER REMARKS/QUESTIONS: I support the freeway.</div></div>	INCOMING CALL DATE: 6/12/13	INCOMING CALL TIME: 5:51 PM	CALLER: ANONYMOUS46	CALLER ADDRESS:	PHONE:	EMAIL:
	INCOMING CALL DATE: 6/12/13	INCOMING CALL TIME: 5:51 PM					
	CALLER: ANONYMOUS46	CALLER ADDRESS:					
	PHONE:	EMAIL:					

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
	<div><div><div>1</div><div>2</div><div>345</div></div><div><div><div><div>TELEPHONE CONVERSATION RECORD</div><div>SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div></div><table><tr><td>INCOMING CALL DATE: 6/13/13</td><td>INCOMING CALL TIME: 1:02 PM</td></tr><tr><td>CALLER ANONYMOUS47</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div><div><div>CALLER REMARKS/QUESTIONS:</div><div><p>I live in the Laveen area. We do not want the South Mountain Freeway in our backyard, I'll guarantee you that. It will only create more issues for our wonderful little village that has been ruined by all the growth. And a freeway through our backyard is only going to ruin it even more so. We are a village not a city. This freeway would only make more sense to go out to 91st or 99th Avenue, where it goes into the industrial area, it goes into businesses, not through peoples lives, not through our backyards. We don't want it and I will do everything in my power to oppose it and have others who feel the same way stand up for our rights. We don't want it.</p><p>Crime rates have gone up in Laveen and the outlying area. As I sit today and watch the news there is another homicide in Laveen. Bringing in freeways brings in crime, brings in pollution, brings in noise pollution, creates a lot of bad problems and we don't want them. We want to live in peace, it's something we just don't need here. Go to 99th or 91st Avenue, don't ruin our lives.</p></div></div></div></div></div></div>	INCOMING CALL DATE: 6/13/13	INCOMING CALL TIME: 1:02 PM	CALLER ANONYMOUS47	CALLER ADDRESS:	PHONE:	EMAIL:
INCOMING CALL DATE: 6/13/13	INCOMING CALL TIME: 1:02 PM						
CALLER ANONYMOUS47	CALLER ADDRESS:						
PHONE:	EMAIL:						

Code	Issue	Response
1	Neighborhoods/ Communities	The Laveen Village area is anticipated to have a built-out population of over 105,000 (see Final Environmental Impact Statement page 4-5). 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).
2	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.
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	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	

Code

Comment Document

1

TELEPHONE CONVERSATION RECORD

SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 6/14/13	INCOMING CALL TIME: 1:25 PM
CALLER: ANONYMOUS 49	CALLER ADDRESS:
PHONE:	EMAIL:
<div><div>CALLER REMARKS/QUESTIONS:</div><div>I support the freeway. Bye</div></div>	

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<div><div><div><div>TELEPHONE CONVERSATION RECORD</div><div>SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div></div><table><tr><td>INCOMING CALL DATE: 6/14/13</td><td>INCOMING CALL TIME: 3:08 PM</td></tr><tr><td>CALLER: ANONYMOUS 50</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div><div>CALLER REMARKS/QUESTIONS:</div><div>Hi, South Mountain? Yeah I think you must either tie it in to the 101 Aqua Fria freeway or take it over to even the 303 and connect it there. Or even earlier across to Buckeye or even 85. Thank you.</div></div></div></div>	INCOMING CALL DATE: 6/14/13	INCOMING CALL TIME: 3:08 PM	CALLER: ANONYMOUS 50	CALLER ADDRESS:	PHONE:	EMAIL:
INCOMING CALL DATE: 6/14/13	INCOMING CALL TIME: 3:08 PM						
CALLER: ANONYMOUS 50	CALLER ADDRESS:						
PHONE:	EMAIL:						

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

Code

Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 6/15/13	INCOMING CALL TIME: 9:53 AM
CALLER: ANONYMOUS 52	CALLER ADDRESS: 9533 W. CALICO DRIVE, SUN CITY, ARIZONA
PHONE:	EMAIL:
CALLER REMARKS/QUESTIONS: I support the freeway, 100%. Once again I support it 100%. I wish it was in today. Thank you. Goodbye.	

Code	Issue	Response
1		Comment noted.

1

TELEPHONE CONVERSATION RECORD

SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 6/15/13	INCOMING CALL TIME: 12:34 PM
CALLER: ANONYMOUS 54	CALLER ADDRESS:
PHONE:	EMAIL:
<div><div>CALLER REMARKS/QUESTIONS:</div><div>Please support the freeway. Thank you.</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><div><table><tr><td>INCOMING CALL DATE: 5/16/13</td><td>INCOMING CALL TIME: 5:59 PM</td></tr><tr><td>CALLER: ANONYMOUS41</td><td>CALLER ADDRESS: [UNCLEAR], GILBERT, AZ</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table></div><div><div>CALLER REMARKS/QUESTIONS:</div><div>Please build the Freeway. We need it to go to the west valley. Thank you.</div></div></div></div></div>		INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 5:59 PM	CALLER: ANONYMOUS41	CALLER ADDRESS: [UNCLEAR], GILBERT, AZ	PHONE:	EMAIL:
INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 5:59 PM						
CALLER: ANONYMOUS41	CALLER ADDRESS: [UNCLEAR], GILBERT, AZ						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code

Comment Document

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

INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 2:52 PM
CALLER: ANONYMOUS	CALLER ADDRESS:
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

Please, I support the South Mountain Freeway.

1

Code	Issue	Response
1		Comment noted.

Code		Comment Document	
TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE			
INCOMING CALL DATE: 6/14/13		INCOMING CALL TIME: 3:48 PM	
CALLER: ANONYMOUS 51		CALLER ADDRESS:	
PHONE:		EMAIL:	
CALLER REMARKS/QUESTIONS: Yes, I agree with that South Mountain freeway. I think it would be a great thing. Thank you.			

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<div><div>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div><table><tr><td>INCOMING CALL DATE: 5/17/13</td><td>INCOMING CALL TIME: 5:07 PM</td></tr><tr><td>CALLER: ANONYMOUS</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div>CALLER REMARKS/QUESTIONS: I support the building of the freeway.</div></div>	INCOMING CALL DATE: 5/17/13	INCOMING CALL TIME: 5:07 PM	CALLER: ANONYMOUS	CALLER ADDRESS:	PHONE:	EMAIL:
	INCOMING CALL DATE: 5/17/13	INCOMING CALL TIME: 5:07 PM					
	CALLER: ANONYMOUS	CALLER ADDRESS:					
	PHONE:	EMAIL:					

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: 9:48 AM
CALLER: ANONYMOUS	CALLER ADDRESS:
PHONE:	EMAIL:
CALLER REMARKS/QUESTIONS: I support the South Mountain freeway. We need it, we need the money, we need the jobs.	

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<div><div>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div><table><tr><td>INCOMING CALL DATE: 7/23/13</td><td>INCOMING CALL TIME: 11:08 AM</td></tr><tr><td>CALLER: ANONYMOUS</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div>CALLER REMARKS/QUESTIONS: I am in favor of the freeway.</div></div>	INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 11:08 AM	CALLER: ANONYMOUS	CALLER ADDRESS:	PHONE:	EMAIL:
	INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 11:08 AM					
	CALLER: ANONYMOUS	CALLER ADDRESS:					
	PHONE:	EMAIL:					

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<div><div>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div><table><tr><td>INCOMING CALL DATE: 7/23/13</td><td>INCOMING CALL TIME: 2:00 PM</td></tr><tr><td>CALLER: ANONYMOUS</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div><div>CALLER REMARKS/QUESTIONS:</div><p>I'm very much in favor of that freeway around the south side. Thank you very kindly, I think it's good for the city. Bye.</p></div></div>	INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 2:00 PM	CALLER: ANONYMOUS	CALLER ADDRESS:	PHONE:	EMAIL:
	INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 2:00 PM					
	CALLER: ANONYMOUS	CALLER ADDRESS:					
	PHONE:	EMAIL:					

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div><div><div><div>INCOMING CALL DATE: 7/23/13</div><div>INCOMING CALL TIME: 2:35 PM</div></div><div><div>CALLER: ANONYMOUS</div><div>CALLER ADDRESS:</div></div><div><div>PHONE:</div><div>EMAIL:</div></div></div><div><div>CALLER REMARKS/QUESTIONS:</div><div>Yes, I support the South Mountain freeway, thank you. Goodbye.</div></div></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<div><div>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div><table><tr><td>INCOMING CALL DATE: 7/24/13</td><td>INCOMING CALL TIME: 10:47 AM</td></tr><tr><td>CALLER: ANONYMOUS</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div>CALLER REMARKS/QUESTIONS: I support the South Mountain Freeway.</div></div>	INCOMING CALL DATE: 7/24/13	INCOMING CALL TIME: 10:47 AM	CALLER: ANONYMOUS	CALLER ADDRESS:	PHONE:	EMAIL:
	INCOMING CALL DATE: 7/24/13	INCOMING CALL TIME: 10:47 AM					
	CALLER: ANONYMOUS	CALLER ADDRESS:					
	PHONE:	EMAIL:					

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table><tr><td>INCOMING CALL DATE: 7/24/13</td><td>INCOMING CALL TIME: 11:39 AM</td></tr><tr><td>CALLER: ANONYMOUS</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table> <p>CALLER REMARKS/QUESTIONS: Please build the freeway. It will greatly improve the economy of Phoenix, Arizona. Thank you.</p>	INCOMING CALL DATE: 7/24/13	INCOMING CALL TIME: 11:39 AM	CALLER: ANONYMOUS	CALLER ADDRESS:	PHONE:	EMAIL:
	INCOMING CALL DATE: 7/24/13	INCOMING CALL TIME: 11:39 AM					
	CALLER: ANONYMOUS	CALLER ADDRESS:					
	PHONE:	EMAIL:					

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<div><div>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div><table><tr><td>INCOMING CALL DATE: 7/24/13</td><td>INCOMING CALL TIME: 12:15 PM</td></tr><tr><td>CALLER: ANONYMOUS</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div>CALLER REMARKS/QUESTIONS: I'm in favor of the South Mountain freeway. Thank you.</div></div>	INCOMING CALL DATE: 7/24/13	INCOMING CALL TIME: 12:15 PM	CALLER: ANONYMOUS	CALLER ADDRESS:	PHONE:	EMAIL:
	INCOMING CALL DATE: 7/24/13	INCOMING CALL TIME: 12:15 PM					
	CALLER: ANONYMOUS	CALLER ADDRESS:					
	PHONE:	EMAIL:					

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<div><div>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</div><table><tr><td>INCOMING CALL DATE: 7/24/13</td><td>INCOMING CALL TIME: 2:19 PM</td></tr><tr><td>CALLER: ANONYMOUS</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE:</td><td>EMAIL:</td></tr></table><div>CALLER REMARKS/QUESTIONS: I support the South Mountain Freeway.</div></div>	INCOMING CALL DATE: 7/24/13	INCOMING CALL TIME: 2:19 PM	CALLER: ANONYMOUS	CALLER ADDRESS:	PHONE:	EMAIL:
	INCOMING CALL DATE: 7/24/13	INCOMING CALL TIME: 2:19 PM					
	CALLER: ANONYMOUS	CALLER ADDRESS:					
	PHONE:	EMAIL:					

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div><p>From: Projects To: ADOT Subject: FW: Please start and complete the southern 202. It is vital to the growth of the valley for all who live and visit here. Date: Monday, May 20, 2013 8:29:45 AM</p><hr/><p>-----Original Message----- From: captianb07@yahoo.com [mailto:captianb07@yahoo.com] Sent: Saturday, May 18, 2013 10:40 AM To: Projects Subject: Please start and complete the southern 202. It is vital to the growth of the valley for all who live and visit here.</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.

CITIZEN COMMENTS RECEIVED AFTER COMMENT DEADLINE

Code	Comment Document						
1	SOUTH MOUNTAIN FREEWAY HOTLINE						
	<table><tr><td>INCOMING CALL/COMMENT DATE: 10/16/13</td><td>INCOMING CALL/COMMENT TIME:</td></tr><tr><td>CALLER: Chad</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE: 480.435.0623</td><td>EMAIL:</td></tr></table>	INCOMING CALL/COMMENT DATE: 10/16/13	INCOMING CALL/COMMENT TIME:	CALLER: Chad	CALLER ADDRESS:	PHONE: 480.435.0623	EMAIL:
	INCOMING CALL/COMMENT DATE: 10/16/13	INCOMING CALL/COMMENT TIME:					
	CALLER: Chad	CALLER ADDRESS:					
	PHONE: 480.435.0623	EMAIL:					
COMMENTS REMARKS/QUESTIONS:							
Information on the Loop 202							

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>kinds of unhealthy chemical additives in just about every product sold will do the job. But don't get too gleeful about that yet. We are survivors. Your settlers upstream helped themselves to our life giving river water and then the Coolidge Dam was constructed and it took the rest. The Gila River went dry. Giant cottonwood trees dried up and fell every which way like giant white toothpicks lying motionless like dead bones waiting for time and the hot desert wind to erase the evidence that they ever existed. Cries of babies were heard throughout the land. The once plentiful sweet melons and crops were gone, game perished or left. Children were hungry. Mothers cooed, "Hush" as they rocked them to sleep.</p> <p>The gracious government with all its cruel power was going to herd us off to the far away land of Oklahoma, but our Chief Azure out-maneuvered them. Not with bows and arrows, but with diplomacy. Our people were spared the tragedy of "The Long Walk" the Navajos called their experience. And the Cherokees called theirs, "The Trail of Tears." We temporarily escaped that grievous trial. The government's Relocation Program we did not escape, but many came back home. We survived. We are still here and so you will have to deal with us today. We are going nowhere.</p> <p>Dawes Act gave away; or "sold" to white settlers 90 million of the 140 million acres of tribal lands granted for Indian reservation. They took back what they promised! Have you no shame? I guess not if you have no integrity to begin with. In Docket 228 this same federal government gave 6 million dollars to three tribes, Gila River, Salt River and Ak Chin for lands taken by Americans in settling Arizona. That computed at 25 cents an acre. You settlers have taken enough of our lands for little or nothing, this "the buy low, sell high," business tactic that made this country an economic wonder was used on us. You got 90 million acres for nothing, sold it for \$1.25 an acre and collect taxes from cattle ranches, etc. up to this day. We migrated here some time, somehow, for whatever reason, but the fact is that we were here first. That is why we call it our land. Furthermore, we displaced no one. Not even the wildlife that was here. We did not pollute the water or the air. We lived in harmony with Nature.</p> <p>We rescued and took care of your ancestors on their way to California, the</p>

Code	Issue	Response

Code	Comment Document
	<div><p>same as the natives on the East Coast rescued and took care of the remnant Pilgrims from across the ocean. We likewise also accommodated the U.S. Calvary in various ways mostly with supplies of food. There is a story of a Calvary officer who came to a Maricopa village, asking to purchase food. The Maricopa Chief said, “Food is to eat, not to sell. Take what you need.” The officer told the Maricopa Chief that it was only right to pay for the supplies. The Chief replied, “If you want to pay for the food and have money than alright, but if you had come to us and had no money it would have been our pleasure to give to you.”</p><p>Our people were kind, generous, and compassionate. But we were dealing with foreigners very different from us. And it did not take long to learn that. Now we are not going to take care of your present day settlers, getting them to the west side of Phoenix at their convenience. They knew when they got their jobs and decided to live however far away from their jobs that time spent and transportation to and fro was going to be a major problem. You made the decision now live with it. The problems we have today are the result of the decisions we made yesterday.</p><p>Do not demand that we bail you out. Enough is enough. Grow up and take care of yourselves. Should you insist on pursuing the construction of the proposed extension of your 202 Freeway, expect a legal battle in court. You already got Interstate I-10. We are not going away and we are not going to roll over and play dead. You had other avenues earlier and failed to act, saying, you had other priorities.</p><p>A copy of this correspondence will be forwarded to President Obama and Vice President Biden, the Department of the Interior, the Senate and the House of Representatives, because they have trust responsibility over Indian Nations.</p></div>

Code	Issue	Response

Code		Comment Document	
SOUTH MOUNTAIN FREEWAY HOTLINE			
INCOMING CALL/COMMENT DATE: 10/16/13		INCOMING CALL/COMMENT TIME:	
CALLER: Cheri		CALLER ADDRESS:	
PHONE: 480.406.4622		EMAIL:	
COMMENTS/REMARKS/QUESTIONS: <div> <div>1</div> <p>Want to know when the Loop 202 will start to take homes. There was no meeting dates on the website.</p> </div>			

Code	Issue	Response
1	Acquisitions and Relocations	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p> <p>The schedule for the next steps includes publishing the Final Environmental Impact Statement in 2014. A 60-day public review period will be provided. Then the record of decision would be published. If a build option is selected, construction could begin as early as 2015. Right-of-way acquisition would begin after the record of decision.</p>

Code		Comment Document	
SOUTH MOUNTAIN FREEWAY EMAIL OR INFORMATION LINE			
INCOMING CALL/COMMENT DATE: 7/31/2013		INCOMING CALL/COMMENT TIME:	
CALLER: Felicia Corbett		CALLER ADDRESS: 4811 W. Gwen St. Laveen, AZ 85339	
PHONE:		EMAIL: corbettfam5@gmail.com	
COMMENTS REMARKS/QUESTIONS: <div> 1 I moved to Laveen over eight years ago because I thought the freeway was going to be built. I live near 51st Ave & Dobbins and look forward to the day the freeway will open. Thank you. </div>			

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div>Early<div>Document Created: 7/25/2013 1:05:43 AM by Web Comment Form</div><div>For the east project we support utilizing the existing Pecos Rd corridor.</div></div>
1	<div>Please consider adding an exit at 32nd street for Desert Vista High School. Skipping this road will add excessive traffic burden to Chandler Blvd.</div>
2	<div>Noise abatement is important to the residential areas so plan ample budget for walls and other noise abatement methods. Thank you for attention to blending and beautifying landscaping.</div>
3	<div>In the simulation the majority of the exits/entrances to the freeway are the traditional design that require two traffic lights to get through the intersection. I recommend the design that requires only one traffic light to get vehicles through the entire intersection (e.g. freeway 143 & Washington St.).</div>

Code	Issue	Response
1	Design	The determination to not include an interchange at 32nd Street was made in coordination with the City of Phoenix. 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. At the same time, the City conducted a traffic circulation study to evaluate the impacts of the freeway (and the removal of an access point at 32nd Street) on the local street system. The City study found no adverse effects on the local street system from the proposed freeway (see Appendix 3-1 in the Final Environmental Impact Statement).
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	Design	The diamond interchange configuration was used to evaluate service traffic interchange needs. The actual configuration(s) of the service traffic interchanges would be determined during the design phase of the Selected Alternative, if an action alternative were to be identified.

Code	Comment Document						
	<div data-bbox="366 397 1090 421"> <p>SOUTH MOUNTAIN FREEWAY EMAIL OR INFORMATION LINE</p> </div> <table border="1" data-bbox="366 447 1451 737"> <tr> <td data-bbox="366 447 907 586"> INCOMING CALL/COMMENT DATE: 7/29/2013 </td><td data-bbox="907 447 1451 586"> INCOMING CALL/COMMENT TIME: </td></tr> <tr> <td data-bbox="366 586 907 681"> CALLER: Beth Gagnon </td><td data-bbox="907 586 1451 681"> CALLER ADDRESS: Ahwatukee & Pecos Road resident </td></tr> <tr> <td data-bbox="366 681 907 737"> PHONE: </td><td data-bbox="907 681 1451 737"> EMAIL: beegee62@hotmail.com </td></tr> </table> <div data-bbox="366 743 811 768"> <p>COMMENTER REMARKS/QUESTIONS:</p> </div> <div data-bbox="366 780 1451 1753"> <p>I totally oppose the South Mountain loop of the 202, but am glad to see ADOT finally be honest and calling it what it truly is - a truck bypass - "...provide a long awaited route to bypass downtown Phoenix." It is not a commute route for people living in the southeast valley and working in downtown Phoenix and will, therefore, not reduce commute traffic on I-10. It will, however, be a truck bypass, or outer loop, for commercial trucks and other commercial and private vehicles who wish to bypass downtown Phoenix as they pass through Arizona.</p> <p>It will also be a means by which traffic, pollution and crime will be brought into Ahwatukee. This has already been demonstrated by the connection of Pecos Road to I-10. It will also result in businesses such as fast-food restaurants, gas stations/convenient stores, truck stops and other such businesses along the proposed freeway, which will bring in more transient populations, creating the potential for increased crime, not to mention the noise, light and air pollution. All of this will result in the decrease in property values of homes in the Ahwatukee area, and other residential areas near the freeway.</p> <p>You can argue that the freeway plans have been on the books for 20-30 years, but what you fail to acknowledge is the fact that the area where homes now sit along the alignment was originally zoned as commercial. These homes along or in the path of the freeway were not to be built, which would make sense with the original plans. However, in the State's desire and greed to collect property taxes on land that would otherwise sit "useless" until the freeway could be funded and built, the area was rezoned and 100s of homes built along the freeway route. If the original zoning can be changed; the freeway alignment can be changed! The zoning should never have been changed and the homes should never have been built, if the State is going to stand by 30-year old plans!</p> <p>In addition, the continued song and dance, and smoke and mirrors performances by ADOT just delays what appears to be the inevitable and places a major hardship on those of us most directly affected by the freeway (the homes along Pecos). We cannot sell our houses, because who wants to buy a house that is either going to be demolished or have a freeway running through its backyard? And we cannot make needed improvements/repairs, because it is wasted money, if our home is only going to be torn</p> </div>	INCOMING CALL/COMMENT DATE: 7/29/2013	INCOMING CALL/COMMENT TIME:	CALLER: Beth Gagnon	CALLER ADDRESS: Ahwatukee & Pecos Road resident	PHONE:	EMAIL: beegee62@hotmail.com
INCOMING CALL/COMMENT DATE: 7/29/2013	INCOMING CALL/COMMENT TIME:						
CALLER: Beth Gagnon	CALLER ADDRESS: Ahwatukee & Pecos Road resident						
PHONE:	EMAIL: beegee62@hotmail.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	Traffic	In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the freeway on the local street system. The City study found no adverse effects on the local street system from the proposed freeway (see Appendix 3-1 in the Final Environmental Impact Statement).
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	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 4-170 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.
7	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>down to make way for a freeway.</p> <p>I am a disabled veteran and a single mom. I worry daily if I am physically going to be able to continue to perform my current job. My very future hangs in limbo because of ADOT's inability to stop tap-dancing around with all of these repeated studies and meetings that never present anything new or different, and just make a decision. I cannot change jobs or move. I also cannot plan financially for my potential inability to work by doing things such as paying off my house, because it is not financially sound for me to pay off a house that is either going to be destroyed or made unlivable by the freeway.</p> <p>9 If you do nothing else, have the common decency and courtesy to be upfront and honest with (at least) the homeowners along Pecos Road and state, flat-out, in writing, exactly what is the future status of our homes (demolished/bought-out/or giant sound wall and freeway in our backyards) and on exactly what date will this occur. If you cannot do this, and ADOT is determined to build the freeway, then the State should be obligated to acquire the homes along Pecos, so that we can all get on with our lives.</p> <p>10 Bottomline: you preach that the plans are 30 years old...well, 1) obviously, they are outdated and irrelevant to the current situation and 2) Phoenix, as well as the communities directly affected by the proposed alignment have grown, prospered and survived without (and because of the lack of) the freeway. This is blatant and concrete evidence that the proposed freeway will not serve these communities and is not needed.</p>

Code	Issue	Response
8	Neighborhoods/Communities	While the City has some ability to control development through its zoning ordinances, the City does not have the authority to stop private land from being developed. The Arizona Department of Transportation was able to acquire large tracts of land along the Pecos Road alignment in the 1980s, but funding shortfalls kept the Arizona Department of Transportation from acquiring all of the needed land. Developers were aware of the potential freeway and made the decision to develop the land despite the risk that the freeway would eventually be built. Citizens were also aware of the potential and chose to buy homes near the freeway despite the same risk. Information related to freeway awareness and the responsibilities of the City of Phoenix, developers, and the Arizona Department of Transportation related to disclosure of the planning for the freeway is presented on page 4-13 of the Draft Environmental Impact Statement.
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	

Code		Comment Document	
SOUTH MOUNTAIN FREEWAY EMAIL OR INFORMATION LINE			
INCOMING CALL/COMMENT DATE:		INCOMING CALL/COMMENT TIME:	
CALLER: George		CALLER ADDRESS:	
PHONE:		EMAIL: gvheadley@aol.com	
COMMENTS REMARKS/QUESTIONS:			
<div><div>1</div><div></div></div>			

Code	Issue	Response
1		No comment noted.

Code	Comment Document
	<div>Gould</div> <div>Document Created: 7/25/2013 1:14:54 AM by Web Comment Form</div> <div><div>1</div><div>We desperately need this freeway completed. I am driving every day to the East Valley and the commute is too long. In addition, my kids feel very isolated here - we spend several hours each week just driving to and from activities - and the freeway would cut our drive time in half! I hope and pray we have this freeway completed soon. Thank you!</div></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
SOUTH MOUNTAIN FREEWAY EMAIL OR INFORMATION LINE	
INCOMING CALL/COMMENT DATE: 9/23/2013	INCOMING CALL/COMMENT TIME:
CALLER: Adam Graham	CALLER ADDRESS:
PHONE:	EMAIL: grahamshouse1212@gmail.com
COMMENTS REMARKS/QUESTIONS: <div> <div>1</div> <p>To whom it may concern,</p> <p>As a Laveen resident who lives off 67th Avenue and Baseline, I strongly feel as though the proposed South Mountain Freeway would be a huge benefit to the community. The simple fact is that traffic on Baseline is, in truth, horrendous. A drive that should take no more than 20 minutes takes more than twice as long simply due to the amount of traffic on Baseline. A freeway would help alleviate this issue.</p> <p>I also feel as though it would add to the quality of life, as residents would be better able to move about freely and easily take part in activities throughout the Valley.</p> <p>Thank you for your time,</p> </div>	

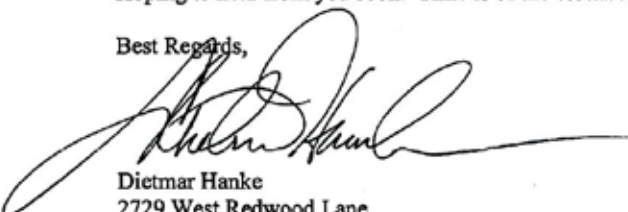
Code	Issue	Response
1		Comment noted.

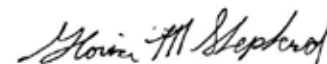
Code		Comment Document	
SOUTH MOUNTAIN FREEWAY EMAIL OR INFORMATION LINE			
INCOMING CALL/COMMENT DATE: 10/14/2013		INCOMING CALL/COMMENT TIME:	
CALLER: Todd Hamilton		CALLER ADDRESS: 2150 E Highland Ave Suite 207 Phoenix, AZ 85016	
PHONE: 602-386-1226		EMAIL: thamilton@cutlercommercial.com	
COMMENTS REMARKS/QUESTIONS: <p>Hello,</p> <p>1 I am inquiring on the status of the Loop 202 Freeway. When will the project proceed?</p> <p>2 I represent several Building owners in the potential path</p>			

Code	Issue	Response
1	Public Involvement	Updates on the status of the study are posted to the project Web site <azdot.gov/southmountainfreeway>.
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>Aerial maps showing the proposed freeway (W59 and E1 Alternatives) are accessible through the project Web site, <azdot.gov/southmountainfreeway>.</p>

Code	Comment Document
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Code	Issue	Response
	<div><div><div><div><div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div><div></div></div></div><div><div><div></div></div></div></div></div></div> <div><div>U.S. Department of Transportation Federal Highway Administration</div></div>	<div>May 12, 2014</div> <div>1200 New Jersey Ave., SE Washington, D.C. 20590</div> <div>In Reply Refer To: HEPE</div>
	Mr. Dietmar Hanke 2729 West Redwood lane Phoenix, AZ 85045	
	Dear Mr. Hanke:	
	Thank you for your letter to Federal Highway Administrator Victor M. Mendez regarding the proposed Loop 202 South Mountain Freeway.	
	The Arizona Department of Transportation (ADOT) initiated the freeway project and is responsible for project development. The Loop 202 South Mountain Freeway has been included in the Maricopa Association of Governments' Regional Freeway Program since 1985 when Maricopa County voters approved funding under Proposition 300. In 2004, the voters again approved funding under Proposition 400 for the Regional Transportation Plan, which included the freeway.	
	In cooperation with our Arizona Division Office, ADOT is advancing the proposed project in compliance with the National Environmental Policy Act (NEPA). As part of this process, ADOT prepared a draft environmental impact statement (EIS) examining the potential environmental effects of proposed alternatives for the project and identifying measures to mitigate adverse impacts. The draft EIS also identified a preliminary preferred alternative for the proposed freeway. On April 14, 2013, Division Administrator Karla S. Petty approved the draft EIS.	
	Public involvement is an important element in any NEPA review process. The ADOT made the draft EIS available to the public for review and comment from April 26 through July 24, 2013, and held a public hearing on May 21, 2013. We appreciate your detailed comments, which ADOT has received. All substantive comments on the draft EIS are being carefully considered as ADOT prepares the final EIS. The final EIS will identify the preferred alternative and evaluate all reasonable alternatives considered. The final EIS will also include responses to all substantive comments received on the draft EIS and describe any mitigation measures that will be incorporated into the proposed action.	
	Following our approval, ADOT will make the final EIS available to the public. No less than 60 days later, Ms. Petty may approve the Record of Decision (ROD), which will present the decision, the basis for it, and summarize any mitigation measures incorporated as part of the project. The ROD is the final administrative step in the NEPA review process.	

Code	Comment Document
	<p>Here's the deal: I can keep ADOT and the FHA in court for years. But, I can keep my mouth shut too. I'm originally from California and I understand precisely the history of the Long Beach Freeway litigation and the fallout (e.g. 210 Foothill Freeway). Litigating costs me virtually nothing. And, I have good friends in many legal places.</p> <p>So, my proposition is this: I will be happy to entertain your agency's offer to <i>remove my standing</i> (e.g. Administrative Settlement) pursuant to <i>my math</i>. In the alternative, I will file suit in Maricopa Superior Court to finally get some resolution to this matter. And, I will do so shortly: May 31st, to be precise. And I may do so irrespective of your subsequent actions. I have waited in limbo long enough. I will not wait until the "industry" responds to the latest request for information. That would be the very industry that stands to profit from the building of this freeway.</p> <p>Go on, give me all of your lawyers' trite responses. I have no problem with that at all. I deal with those kinds of responses all day long. You all might be surprised about what <i>Kelo v. New London</i> really means in the broader sense, irrespective of what the pundits and your lawyers say.</p> <p>In the meantime, you should read the attached response I sent to ADOT about the South Mountain Freeway DEIS a few months ago. While I have absolutely no confidence most of my points will be addressed even obliquely, it should give you an idea about the legal battle you (FHA) and ADOT are in for. You might also want to view my LinkedIn profile as well. Understand this: at some point, things do get personal. And I don't get intimidated. And you're on notice that you're about to waste a lot of taxpayer money.</p> <p>Hoping to hear from you soon. Time is of the essence. Choose your next words wisely.</p> <p>Best Regards,</p>  <p>Dietmar Hanke 2729 West Redwood Lane Phoenix, AZ 85045</p> <p>cc: Fred R. Wagner, Chief Counsel Federal Highway Administration 1200 New Jersey Avenue, SE Washington, DC 20590</p> <p>John S. Halikowski Arizona Department of Transportation Motor Vehicle Division P.O. Box 2100, MD 555M Phoenix, AZ 85001</p>

Code	Issue	Response
		<p>2</p> <p>You requested purchase of your property now via an administrative settlement. Real property needed for a Federal-aid highway project is normally acquired after the ROD and detailed design. Because ADOT is responsible for the project, its officials can best respond to your request for acquisition.</p> <p>The Federal Highway Administration is not involved in decisions by local officials on permits for homes. You may wish to contact appropriate local officials if you have any questions about the issuance of the permit.</p> <p>Sincerely yours,</p>  <p>Gloria M. Shepherd Associate Administrator for Planning, Environment, and Realty</p> <p>cc: Mr. John Halikowski Director, Arizona Department of Transportation</p> <p>Ms. Karla S. Petty FHWA Division Administrator Phoenix, Arizona</p>

Code	Comment Document
	<div><div></div><div><p>The Honorable Janice K. Brewer Arizona Governor Executive Tower 1700 West Washington Street Phoenix, AZ 85007</p><p>KTAR 7740 16th Street, Suite 200 Phoenix, AZ 85020 (602) 274-6200</p><p>National Public Radio 1111 North Capitol Street, NE Washington DC 20002</p><p>Kate Nolan The Arizona Republic P.O. Box 1950 Phoenix, AZ 85001</p></div></div>

Code	Issue	Response

Code	Issue	Response
1		Responses to the originally submitted letter can be found on page B1828

Code	Comment Document
	<p>Pecos Road alignment was so precisely defined and a decision had already been made years ago, why weren't there any right of way markers indicating where it would go? California had to learn that concept the hard way, decades ago!</p> <p>3. Purpose and Need</p> <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 even relevant here?</p> <p>Inherently, there is no local need now. After all, Chandler and Ahwatukee Foothills are more than 95% developed. Everything south of Pecos Road and west 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 BIA of the Department of Interior for these United States of America?</p> <p>So where <i>could</i> increased traffic come from? The better question is where <i>will</i> 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 the I-10 at 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?</p> <p>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</p>

Code	Issue	Response

Code	Comment Document
	<p>to the airport. Wouldn't an elevated HOV cross-over be much more efficient? Isn't this the real problem?</p> <p>4. Gila River Indian Community Coordination</p> <p>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 <i>not</i>! 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?</p> <p>Significantly, the proposed South Mountain Freeway alignment is not within any portion of the tribal lands of the Gila River Indian Community. One tribe's lands are even completely outside of Maricopa County. 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 stands to profit from Casino developments and billboard placements? Does the greed of these Indian Nation profiteers outweigh the rights of those residents not within the Indian Nation? Apparently, they also outweigh the desires of the rest of their tribal members.</p> <p>Finally, how can a tribal representative for a 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 these United States of America? ADOT needs to revisit the standards against which its administrative agency action is tested. After all, <i>Kelo v. New London</i> only added another standard; it didn't replace the other tests (arbitrary & capricious, illegal, prohibited actions) to the validity of administrative actions.</p> <p>5. Alternatives</p> <p>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 and buttressing the interests of special interest groups until most people believe it.</p> <p>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</p>

Code	Issue	Response

Code	Comment Document
	<p>nature and purpose are not addressed even relevant here? That's because traffic flow is a yardstick for CANAMEX Highway purposes.</p> <p>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 <i>why did ADOT not consider an alternative route from Casa Grande (or close by on the I-8) to Tolleson?</i> Such an alternative would not cause any of the social or environmental consequences identified below, nor traverse tribal lands or cost as much. It would cost much less, in fact. 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, a one eighth (1/8th) of a mile long stretch. 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 at 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, on the other hand, would require massive reconstruction to achieve such. Why was this not discussed in the DEIS?</p> <p>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; <i>not ADOT, not MAG, not anyone else.</i></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> <p>6. No-Action Alternative</p> <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, an I-60 to 143 overpass is notably a significant I-10 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>

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	<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 long, hot 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 were common. 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 blight in the neighborhood for many years. What's that worth? Is there any mention of this in the DIES?</p> <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 fast access by the criminal elements of the various crime riddled areas of the west valley. 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 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. 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 property taxes for eight years and commuting to a remote location <i>when he's never been able to even realize a back yard?</i> The DEIS does not address this. Why? Because it's painful and expensive maybe? Yes it is. And, ADOT may not want to admit to the true cost of such land acquisition and the replacement of a <i>home</i>.</p>

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	<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 “channeled noise” from the freeway segments converging 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, both of which are of a frequency not subject to ADOT’s simple projections. Lower frequencies travel farther. Period. What if the actual noise levels exceed the federal maximum noise levels? What then? What’s the homeowner’s recourse?</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 presented in my 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>Furthermore, 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 pulsating 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 metrics? Most likely because they’re convenient, obfuscating tactics that serve the profiteers. 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 maximum noise pollution, air pollution, light pollution, disaster risk, and transient crime combined? Who would want to live in such an environment? Think about that.</p>

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	<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. It really 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 be 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 <i>across</i> 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 (not including any sound barrier) will be 22 feet above the current grade. Wow, kind of like Hoover Dam in your back yard. (More on that later.)</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? Now it is farm land, but it will be casinos if the freeway is built. Why has the DEIS not even addressed this? It is a sure consequence of law that the damages of The Indian Nation will be adjudicated by the Indian Council (see recent decisions by the federal courts) and dictated to Arizona taxpayers. What is the potential cost of that? I don't see anything that addresses this in the DEIS. Nothing at all. It is an environmental issue that potentially has large cost implications.</p> <p>d. Biological Resources</p> <p>The South Mountain Park ("SMP") 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>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</p>

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	<p>500 foot right of way, please present the scientific evidence. While the importance of wildlife corridors, such as those in the Ahwatukee Foothills area, have been scientifically established, drainage culverts and bridge corridors have not. That's a fact.</p> <p>Quite the contrary, for many species they present a gauntlet to navigate while 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 and Gambels Quail. And even if they do, the restricted opportunities to traverse will sharply decrease their genetic diversity and survival chances in the SMP'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. The 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 SMP's fauna not been addressed in the DEIS? This is fundamental stuff, folks.</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 Europe. Bridge corridor, vertical alignment, sound barrier, and ecosystem health are all related. There's no discussion of this in the DEIS. None. Most significantly, the DEIS avoids altogether the question of what the goals of the mitigation efforts are. Is to save endangered species? Or is it to maintain the health of the SMP'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>

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	<p>The current alignment would have the CANAMEX, or highway trucker-bypass, 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. Do we? 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, other than in 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 advised of this? Is it aware of this?</p> <p>ADOT instead chose to concentrate this section of the DEIS on the potential to disturb <i>existing</i> Haz-mat sites. How about what the proposed alignment (both horizontal and vertical) <i>creates</i> as far as Haz-mat circumstances and situations? Why hasn't that been considered? Interesting, isn't it?</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. While some folks are worried about sacred views of mountains <i>not on their lands</i>, taxpayers near the right of way will be greeted by an atrocious industrial strength view that is tantamount to visual blight <i>on the lands of the United States from the lands of these United States</i>. What's the value of that? And why is there no mention of this specter in the DEIS? And why aren't non-Indian Nation landowners' views even considered.</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</p>

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	<p>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 Santan Freeway between I-10 and the Loop 101. 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 in 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 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 Santan 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. Why? How much is living next to a construction site for several years' worth?</p> <p>Why does the DEIS summarily avoid the cost impact of implementing all of the mitigation measures on the overall cost of the freeway? Could it be because the freeway would never be built if these cost estimates were actually included?</p>

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	<div>Hoffman</div> <div>Document Created: 7/25/2013 9:23:34 AM by Web Comment Form</div> <div><div>1</div><div>I am waiting for 18 years that the Loop 202 (South Mountain Freeway) is getting build. Phoenix needs this Loop to offload the through traffic going through the center of the city. With the expansion of I-10 to three lanes between Tucson and Phoenix the traffic on I-10 in Phoenix will be 12 hours a day at 25 miles/hour. Living at 7th Street I would like to avoid going through the city every time I need to go to the West side of Phoenix.</div></div>

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SOUTH MOUNTAIN FREEWAY EMAIL OR INFORMATION LINE			
INCOMING CALL/COMMENT DATE: 8/30/2013		INCOMING CALL/COMMENT TIME:	
CALLER: Brian Kohlenberg CAD Engineer		CALLER ADDRESS:	
PHONE: (602)-532-2671		EMAIL: Brian.Kohlenberg@Flextral.com	
COMMENTS REMARKS/QUESTIONS: <div> <div>1</div> <div> Hello, Please build the Loop 202 South Mountain Freeway, W59 Alternative. Thank you, </div> </div>			

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	<p>Machuca</p> <p>Document Created: 7/25/2013 12:41:24 AM by Web Comment Form</p>
1	<p>Transportation officials who are part of 202 planning were to have taken cultural awareness trainings put on by the Gila River Indian Community, as stated by Community Manager David White. When were those trainings conducted, what GRIC department conducted them, and what were the policy shifts, if any, that resulted from the cultural awareness trainings?</p>
2	<p>Was the Section 106 process for South Mountain ever begun between the Tribal Historic Preservation Office and the Arizona Department of Transportation? If no, when can GRIC expect that process to start, in order to comply with the Religious Freedom and Restoration Act, as well as the National Historic Preservation Act?</p>
3	<p>If the freeway were to be built, what type of assurances are there that air quality assessments for Gila River and Maricopa County will be kept separate? Gila River brought honor to our community when GRIC was awarded a Clean Air Excellence award by the Environmental Protection Agency. Our community does not want any of our air quality measurements to fall under the</p>
4	<p>On January 19, 2011, the Environmental Protection Agency Regional Administrator signed the Gila River Indian Community's (GRIC) Tribal Implementation Program (TIP) into effect. The effect of this action was to make the TIP federally enforceable. The TIP regulates air quality within the boundaries of Gila River, and its purpose is to enforce air quality standards in the GRIC reservation. Within the TIP, there are ordinances that require GRICDEQ staff, tribal attorneys, and if needed, the GRIC tribal police, to assume civil and criminal enforcement actions against persons who violate clean air standards outlined in the TIP. If the E1 alignment is built, and air quality monitors in Gila River exceed PM10 and ozone standards, what will be the procedure for Gila River to prosecute federal agencies or persons whose actions violate clean air standards within the TIP?</p>
5	<p>On January 25, 2011 the State of Arizona withdrew plans for a State Implementation Plan (SIP) to meet particulate matter-10 standards in the Maricopa County PM-10 nonattainment area, thus failing to comply with provisions of the Clean Air Act. By withdrawing the SIP, the State of Arizona triggered a January 31, 2011 decision by the Environmental Protection Agency to begin a sanctions clock on Maricopa County, because the county's air quality plan does not adequately protect human health. What air quality permits will the Arizona Department of Transportation have to secure in order to begin construction on the E1 alignment in Maricopa County, especially in light of being under the sanctions clock by the EPA?</p>
6	<p>Because of South Mountain's religious and cultural significance to the Gila River Indian Community, the Salt River Pima-Maricopa Indian Community, and the Colorado River Indian Tribes, building the E1 alignment will have an adverse impact on the exercise of Native</p>

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1	Cultural Resources	<p>Cultural sensitivity training sessions were held on May 24, 2010, June 14, 2010, December 28, 2010, and January 20, 2011. The training sessions were led the Gila River Indian Community's Tribal Historic Preservation Officer and by staff from the Gila River Indian Community's Cultural Resource Management Program. The purpose of the training was to raise awareness and sensitivity to cultural and natural resources that would be encountered by personnel as they conducted field investigations on Community land for the proposed Gila River Indian Community Alignment. The training was recommended by the Gila River Indian Community's Cultural Resources Standing Committee at the time they issued the right of entry to the South Mountain project team. The training did not result in policy shifts or scoping comments for the study. As noted on page 2-8 of the Draft and Final Environmental Impact Statement, the coordinated referendum occurred in February 2012, and Community members voted in favor of the no-build option. Therefore, the Gila River Indian Community Alignment was eliminated from further study.</p>
2	Cultural Resources	<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 that federal agencies take into account the effects of their undertakings on historic properties. This process 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, many different tribal authorities, and the State Historic Preservation Office. The consultation has resulted in 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), 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. In 2003, the Federal Highway Administration and Arizona Department of Transportation initiated National Historic Preservation Act Section 106 consultations with all Native American tribes that claimed cultural affiliation to the Study Area. Consultations were initiated with the Ak-Chin Indian Community, Gila River Indian Community, the Hopi Tribe, the Salt River Pima-Maricopa Indian Community, the Tohono O'odham Nation, the Yavapai-Apache Tribe, and the Yavapai-Prescott Indian Tribe.</p> <p>As noted in Table 4-47 that begins on page 4-145 of the Final Environmental Impact Statement, the Gila River Indian Community was consulted in 2003 with subsequent contact in 2005, 2006, 2007, 2008, 2010, 2011, 2012, and 2013. This supports an early and continued consultation with the Gila River Indian Community related to resources of importance.</p> <p>In 2005, the Federal Highway Administration and Arizona Department of Transportation consulted with all Native American tribes in Arizona to ensure all interested Native Americans were included in the process and had the opportunity to communicate their concerns. These tribes were the Ak-Chin Indian Community, the Chemehuevi Tribe, the Cocopah Tribe, the Colorado River Indian Tribe, 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</p>

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6	<p>American religious beliefs. If MAG, ADOT, and the State of Arizona continue with plans to build the proposed E1 alignment, these agencies and the state will be violating parts of the Religious Freedom And Restoration Act (RFRA), specifically as defined in 42 U.S.C. Amendment 2000cc-5. The proposed E1 alignment would introduce visual, atmospheric, and audible elements that would diminish South Mountain's cultural and religious significance. Many O'odham feel that South Mountain is in eminent danger from construction plans that will impact their sacred site for all time. There has been a lack of good faith consultation with O'odham traditional religious leaders, and almost a complete lack of diligence in the Section 106 process with GRIC. When will ADOT begin to consult closely with O'odham religious leaders, and to also inform them that the proposed 202 extension is also part of the Maricopa Association of Governments' plan to build the Sun Corridor between Phoenix and Tucson?</p>
7	<p>Roughly 30 acres of the South Mountain Preserve would be taken to build the E1 alignment, and since a city park qualifies as a 4(f) resource, as it is a publicly owned park, why hasn't ADOT had to comply with a 1985 City of Phoenix provision that a roadway could not go through preserve land without having a public vote on the matter? Why was ADOT simply allowed to create a freeway proposal through a nature preserve without a public vote? How is ADOT going to be able to secure right of ways in a nature preserve?</p> <p>) Truck Traffic from Mexico and High-Sulfur Diesel; Truck Bypass Negated</p>
8	<p>The modeling of air pollution impacts in the DEIS do not include the additional air pollution from truck traffic from Mexico. The DEIS briefly mentions the issue, but it claims it has no way to know what impact this would be. Patently absurd.</p> <p>We should remember why the idea of a truck bypass came up in the first place, all those years ago. It is because there have been chronic issues about air quality in the Phoenix metro area, so bad and for so long that public policy makers suggested as one of the strategies to reduce particulate matter from truck exhaust in urban Maricopa County was to designate a bypass for truck traffic around the urban area. This bypass is also now the designated route of the Canamex Highway, and it is Interstate 8 (south of Casa Grande) to State Highway 85, to Interstate 10, west of the Phoenix metro area. If the South Mountain Freeway is built, the bypass route, which has few amenities, would be a substantially longer route, about 55-60 miles longer than the route using the SMF. There is no law that would force trucks 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> <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</p>

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2 (cont.)		<p>Apache Tribe, the San Juan Southern Paiute, the Tohono O'odham Nation, the Tonto Apache Tribe, the White Mountain Apache Tribe, the Yavapai-Apache Tribe, and the Yavapai-Prescott Indian Tribe. Most of these tribes did not express an interest in the proposed project.</p> <p>The Ak-Chin Indian Community, the Salt River Pima-Maricopa Indian Community, and the Tohono O'odham deferred to the Gila River Indian Community to take the lead with Section 106 consultations on this proposed action project.</p> <p>Consultation with Native America tribes has been extensive and demonstrates a reasonable and good faith effort to include all interested Native American tribes in the process to take their concerns seriously in the planning effort.</p>
3	Air Quality	<p>The Clean Air Excellence Award was awarded to the Gila River Indian Community Department of Environmental Quality Air Quality Program Team based on the development of a multi-program Air Quality Management Plan to regulate air quality, the first of its kind for an Indian Community. The award was not in any way an indication of the quality of the air within Gila River Indian Community land. The Gila River Indian Community is not included in the Maricopa County Carbon Monoxide Maintenance Area or the Maricopa 8-hour Ozone Nonattainment Area. The northern part of the Gila River Indian Community is within the Maricopa County Particulate Matter Nonattainment Area (see Figure 4-20 on pages 4-61 and 4-71 of the Draft and Final Environmental Impact Statements, respectively). The Community is part of the Maricopa Association of Governments and as such is included in air quality conformity demonstrations for the Maricopa Association of Governments region.</p> <p>The air quality assessment for the proposed freeway analyzed impacts from carbon monoxide and particulate matter (PM₁₀) and followed U.S. Environmental Protection Agency guidelines. No violations of either the carbon monoxide or particulate matter (PM₁₀) standards were identified, even at worst-case locations along the project corridor. Thus, the carbon monoxide and particulate 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. For mobile source air toxics, the analysis showed that for the Study Area, constructing the freeway would have a marginal effect on annual emissions in 2025 and 2035 (less than a 1 percent difference in total annual emissions between the Preferred Alternative and No-Action Alternative). 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. 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> <p>Congestion relief resulting from the proposed freeway would provide localized air quality emissions reductions on area freeways and arterial streets and at interchanges, benefiting users of area highways and those living near congested roads.</p>

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	<p>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> <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, heart disease, premature death, and other adverse health impacts.</p> <p>2) Air Toxics Already a Crisis but Not Mentioned</p> <p>In 2005, there was an extensive air monitoring of certain toxic chemicals (air toxics) conducted by EPA and ADEQ in a joint effort named the Joint Air Toxics Assessment Program (JATAP). The monitoring sites included a site near St. Johns on the GRIC, and some in west Phoenix and South Phoenix. The JATAP monitoring results were reported in 2006, during a time the data for the DEIS was being gathered, and it found levels of certain toxic chemicals associated with vehicular emissions were above the standard of a one in a million chance of cancer in a lifetime of exposure in the west Phoenix, south Phoenix, and GRIC sites. The JATAP monitoring found in the high end of the monitoring levels, formaldehyde at 34 times this standard; benzene at 8 times this standard, 1,3 butadiene at 7.5 times this standard, acetaldehyde at 3.4 times this standard. And, remember, citizens are being subjected to all of these carcinogens, not just one. Some 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> <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</p>

Code	Issue	Response
4	Air Quality	The Gila River Indian Community’s primary purpose for developing the Tribal Implementation Plan and the Air Quality Management Plan is to provide a regulatory structure for industrial sources that were not permitted by the Gila River Indian Community nor U.S. Environmental Protection Agency. The Gila River Indian Community’s regulatory authority is limited to enforcement of these permitted facilities.
5	Air Quality	<p>In May 2012, the Arizona Department of Environmental Quality submitted a revised Maricopa Association of Governments 2012 Five Percent Plan for the region. On July 20, 2012, the U.S. Environmental Protection Agency made an official finding that the Maricopa Association of Governments 2012 Five Percent Plan was administratively complete. This decision ended the sanctions clocks associated with Arizona’s decision to withdraw the Maricopa Association of Governments 2007 Five Percent Plan. On February 6, 2014, the U.S. Environmental Protection Agency published a notice in the <i>Federal Register</i> proposing to approve the Maricopa Association of Governments 2012 <i>Five Percent Plan for Attainment of the PM-10 Standard</i> for the Maricopa County Nonattainment Area. In the same notice, the U.S. Environmental Protection Agency stated that it would concur with exceptional event (as a result of haboobs and dust storms) documentation prepared by the Arizona Department of Environmental Quality, which would give the region the 3 years of clean data needed for attainment of the particulate matter (PM₁₀) 24-hour standard. Finally on May 30, 2014, the U.S. Environmental Protection Agency approved the 2012 Five Percent Plan and found the area in attainment of the 24-hour particulate matter (PM₁₀) standard based on monitoring data for the years 2010 to 2012 (see page 4-72 of the Final Environmental Impact Statement for more information).</p> <p>The air quality assessment for the proposed freeway analyzed impacts from carbon monoxide and particulate matter (PM₁₀) and followed U.S. Environmental Protection Agency guidelines. No violations of either the carbon monoxide or particulate matter (PM₁₀) standards were identified, even at worst-case locations along the project corridor. Thus, the carbon monoxide and particulate 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> <p>The Arizona Department of Transportation will need to obtain dust control permits from Maricopa County Air Quality Department. These requirements are typical for this type of project.</p>

Code	Comment Document
	<p>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> <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 government has this information. In a real DEIS, the analysis of this data is common.</p> <p>But there is nothing in the DEIS that even mentions the hazmat transportation and risks issue! 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.</p> <p>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 or examined, much less the financial liability the taxpayers might be assuming by purchasing the contaminated property. That would certainly be an economic impact.</p> <p>11 4) More Air Quality Issues: The Straw That Broke the Camel's Back</p> <p>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. (Having reviewed the ADEQ arguments, I don't believe it was all related to weather.)</p>

Code	Issue	Response
6	Cultural Resources	<p>Since the beginning of the environmental impact statement process, the Federal Highway Administration and Arizona Department of Transportation have been carrying out cultural resources studies and engaging in ongoing, open consultation with the Gila River Indian Community Tribal Historic Preservation Office regarding the identification and evaluation of places of religious and cultural importance to the tribe that may be adversely affected by the proposed freeway. Such places are referred to as traditional cultural properties. As a result of these discussions and of studies conducted by the Gila River Indian Community's Cultural Resource Management Program, the Gila River Indian Community has identified traditional cultural properties that are eligible for listing in the National Register of Historic Places and that could be affected by construction of the proposed freeway. In certain cases, listing these properties on the National Register of Historic Places may offer them protection under Section 4(f) of the Department of Transportation Act. The traditional cultural properties identified are culturally important to other Native American tribes as well. For more discussion of traditional cultural properties, see the section, <i>Cultural Resources</i>, beginning on page 4-140 of the Final Environmental Impact Statement and pages 5-26 through 5-28.</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 that federal agencies take into account the effects of their undertakings on historic properties. This process 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, many different tribal authorities, and the State Historic Preservation Office. The consultation has resulted in 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), 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 Draft Environmental Impact Statement, after consultation and coordination efforts, accommodates and preserves (to the fullest extent possible from the available alternatives) access to the South Mountains for religious practices. A very small portion of the mountain would be impacted by the proposed freeway (less than 0.03 percent of the total area). Although the Draft Environmental Impact Statement describes the impact on the South Mountains as adverse, Native Americans would not be kept from practicing their beliefs, access to the mountain would be maintained, and mitigation measures would be implemented based on input from members of the Community.</p> <p>As detailed in Chapter 1, <i>Purpose and Need</i>, in the Final Environmental Impact Statements, the proposed action is needed to address local capacity deficiencies, not to address the Sun Corridor between Tucson and Phoenix, and has been developed in response to local growth in population, housing, employment, and travel levels. As further discussed, on page 1-5 of the Final Environmental Impact Statements, the proposed action is based on logical termini, sufficient length, independent utility, projected travel needs, and construction priorities. The proposed action is not needed in response to national freight movement, nor is it intended to provide service primarily for freight movement.</p>

(Responses continue on next page)

Code	Comment Document
	<p>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.</p> <p>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, but then 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.</p> <p>12 5) Traffic Congestion Issues at West I-10 Junction</p> <p>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. It is like a parking lot. 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.)</p> <p>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?</p> <p>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 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>

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	Trucks	
9	Air Quality	<p>Assessment of mobile source air toxics is presented in the Draft Environmental Impact Statement beginning on page 4-68 and the summary information about the findings of the Joint Air Toxics Assessment Project study is provided as background information in the Draft and Final Environmental Impact Statements, but the study itself is not relevant to the type of analysis done pursuant to the Federal Highway Administration's mobile source air toxics guidance, which is an emissions analysis. Monitored ambient concentrations of mobile source air toxics (the focus of the Joint Air Toxics Assessment Project) do not inform this type of analysis. While monitoring data can be useful for defining current conditions in the affected environment (to the extent that the monitoring data are current), they don't tell us anything about future conditions, or the impacts of the project itself, which is why an emissions analysis was performed. The mobile source air toxic analysis presented beginning on page 4-77 of the Final Environmental Impact Statement is an estimated inventory of mobile source air toxic emissions for the entire Study Area for 2025 and 2035. This approach was used because the inventory estimate accounts for changes in traffic and emissions on all roadways affected by a proposed project, and would, therefore, be a more reliable predictor of changes in exposure to mobile source air toxics.</p> <p>The 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> <p>Available information from the U.S. Environmental Protection Agency indicates that mobile source air toxics are a small component of overall cancer risk, and the analysis for the Final Environmental Impact Statement indicates both that the Preferred Alternative would result in a small change in the emissions contributing to this risk and that emissions will decline by a large amount regardless of alternative.</p> <p>As discussed on page 4-79 of the Final Environmental Impact Statement, results from a health risk assessment would be influenced more by the uncertainty introduced into the process through assumptions and speculations rather than by genuine insight into the actual health impacts directly attributable to mobile source air toxic exposure associated with a project. Therefore, outcomes of such a health risk assessment do not provide useful information for decision makers, as required by 40 Code of Federal Regulations Section 1502.1. The Federal Highway Administration emissions analysis meets the requirement to produce information that is useful for both disclosure and decision making because it allows the public and decision makers to see which alternative has less mobile source air toxic emissions, with much less uncertainty than a health risk assessment.</p>

(Response 9 continues on next page)

Code	Comment Document
13	<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, to no avail. ADOT plans to blast Muhadagi Doog.</p> <p>If we were to take a look at the same issue and frame it as a danger to a sacred site that plays a role in cultures, identities, histories, and oral traditions of a white, European-based religion, such as the Vatican, a sacred site for the Roman Catholic Church, we can illuminate how this is clearly religious discrimination, and likely racial discrimination. If Rome, Italy decided there needed to be a freeway that needed to take out part of the Vatican, well, that would just be unthinkable to the people there of the Roman Catholic faith. Think of the outrage and outcry such a proposal would muster, even worldwide!</p> <p>So what is the difference between the Vatican and Roman Catholics' beliefs, and Muhadagi Doog and the "Native American entities?"</p> <p>This attitude and planned action deliberately and intentionally violates 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.] 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</p>

Code	Issue	Response
9 (cont.)		<p>Given the uncertainty of a mobile source air toxic health risk assessment, the Federal Highway Administration instead addresses the potential impacts of mobile source air toxics through an emissions assessment in its National Environmental Policy Act documents. For smaller projects with a lower likelihood of a meaningful impact, this discussion is qualitative. For larger projects, emissions analysis is conducted. The Federal Highway Administration approach is consistent with the Council on Environmental Quality's direction in 40 Code of Federal Regulations Section 1502.2(b) to discuss impacts in proportion to their significance. The results of an emissions analysis can be summarized concisely in a National Environmental Policy Act document and provide useful information for decision makers (e.g., an alternative that has lower emissions is likely to be "better" from a mobile source air toxics health risk standpoint than one that has higher emissions).</p> <p>While the U.S. Environmental Protection Agency and the Federal Highway Administration both agree on the usefulness of addressing mobile source air toxics in National Environmental Policy Act documents for highway projects, the agencies disagree about the value of health risk assessment as a method for doing so.</p> <p>Another consideration with respect to health impacts is that the Preferred Alternative would also reduce in-vehicle mobile source air toxics exposure as opposed to the No Action Alternative. The U.S. Environmental Protection Agency has found that in-vehicle benzene concentrations were between 2.5 and 40 times higher than nearby ambient concentrations, based on a review of studies discussed in the Regulatory Impact Analysis for the U.S. Environmental Protection Agency's 2007 mobile source air toxics rule-making (Final Regulatory Impact Analysis, Environmental Protection Agency 420-R- 07-002, 3-17 [February 2007]). Construction of the Preferred Alternative would result in a reduction in benzene exposure to drivers and passengers for two reasons: decreased travel times (motorists would spend less time in traffic to reach their destinations) and lower emissions rates (attributable to speed improvements). Reducing on-road exposure would provide a health benefit for motorists using the roadway network. Congestion relief resulting from the proposed freeway would provide localized air quality emissions reductions on area freeways and arterial streets and at interchanges, benefiting users of area highways and those living near congested roads.</p>
10	Hazardous Materials	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>

Code	Comment Document
	<p>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." (Emphasis added.)</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. (Emphasis added.) The Act required policies of all governmental agencies to eliminate interference with the free exercise of Native religion (Emphasis added.), 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> <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>

Code	Issue	Response
11	Air Quality	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. A response to this issue can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p> <p>In May 2012, the Arizona Department of Environmental Quality submitted a revised Maricopa Association of Governments 2012 Five Percent Plan for the region. On July 20, 2012, the U.S. Environmental Protection Agency made an official finding that the Maricopa Association of Governments 2012 Five Percent Plan was administratively complete. This decision ended the sanctions clocks associated with Arizona’s decision to withdraw the Maricopa Association of Governments 2007 Five Percent Plan. On February 6, 2014, the U.S. Environmental Protection Agency published a notice in the <i>Federal Register</i> proposing to approve the Maricopa Association of Governments <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>
12	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. A response to this issue can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p> <p>Analysis of impacts in future conditions accounted for cumulative effects of the planned 2035 roadway network including the proposed freeway. 40 Code of Federal Regulations § 1508.7 defines cumulative impacts as “the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions.” The future conditions with and without the proposed freeway are presented in Figure 3-40 on page 3-66 of the Final Environmental Impact Statement. As noted on page 1-13 of the Final Environmental Impact Statement, the 2035 transportation network includes all improvements from the Maricopa Association of Governments <i>Regional Transportation Plan</i> except for the proposed freeway in the Study Area. The traffic projections also included Maricopa Association of Governments’ projected growth in population, housing, and employment in the Maricopa Association of Governments region, which can result from public or private actions.</p>

Code	Comment Document

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

Code		Comment Document	
<p>SOUTH MOUNTAIN FREEWAY LETTER</p>			
INCOMING CALL/COMMENT DATE: 8/14/2013		INCOMING CALL/COMMENT TIME:	
CALLER: Ayalin Maher		CALLER ADDRESS:	
PHONE:		EMAIL:	
<p>COMMENTER REMARKS/QUESTIONS:</p> <p>1 The current DEIS does not currently address the following issues: Poor air quality for the community, increased health risks (childhood Leukemia, asthma, autism, coronary disease, cancer, and lung disease), traffic congestion, pollution of High-Sulfur Diesel, air toxics, Hazardous material transported near housing developments, and blasting along religious areas, Civil Rights violations, and racial discrimination.</p> <p>2</p> <p>3</p> <p>4</p> <p>5</p> <p>6</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	Purpose and Need	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
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	Cultural Resources	

(Responses continue on next page)

Code	Comment Document

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

Code	Comment Document
<p>SOUTH MOUNTAIN FREEWAY HOTLINE</p>	
INCOMING CALL/COMMENT DATE: 9/10/13	INCOMING CALL/COMMENT TIME:
CALLER: Louis Mante	CALLER ADDRESS:
PHONE: 602-605-8183	EMAIL:
<p>COMMENTER REMARKS/QUESTIONS:</p> <p>What happens after the DEIS ends</p>	

Code	Issue	Response
1	Public Involvement	The schedule for the next steps includes publishing the Final Environmental Impact Statement in 2014. A 60-day public review period will be provided. Then a record of decision would be published. If a build option is selected, construction could begin as early as 2015. Right-of-way acquisition would begin after a record of decision.

Code	Comment Document
	<p>Sent: Friday, August 16, 2013 4:01 PM To: Nathan Pryor; Kelly Taft Subject: FW: Do not build the SMF 202</p> <hr/> <p>From: webmaster@azmag.gov [mailto:webmaster@azmag.gov] Sent: Friday, August 16, 2013 3:54 PM To: Lindy Bauer Subject: Do not build the SMF 202</p> <p>Subject: Do not build the SMF 202</p> <p>To: Lindy Bauer</p> <p>Name of Sender: Mike McAlister Email Address: flashteq@msn.com Organization: City/State: , Phone:</p> <p>Sent: 8/16/2013 3:53:52 PM</p> <div><div>1</div><div>2</div></div> <p>The SMF will become a truck by-pass, introducing much more truck traffic into the region and increasing pollution. Do not build the SMF 202 along Pacos Road.</p> <hr/> <p>This email has been sent to you from the MAG Website.</p> <hr/>

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. A response to this issue can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Air Quality	

Code	Comment Document						
<p>SOUTH MOUNTAIN FREEWAY EMAIL OR INFORMATION LINE</p> <table><tr><td>INCOMING CALL/COMMENT DATE: 7/31/2013</td><td>INCOMING CALL/COMMENT TIME:</td></tr><tr><td>CALLER: Marc Mignolet</td><td>CALLER ADDRESS: 15822 South 13th Place Phoenix, AZ 85048</td></tr><tr><td>PHONE:</td><td>EMAIL: marc03@asu.edu</td></tr></table> <p>COMMENTER REMARKS/QUESTIONS: Dear Sir or Madam, My wife and I have read with interest the accounts of the latest report and developments in regards to the loop 202. We have been residents of the Foothills since 1995 and have been looking forward to a decrease in congestion the I-10 traffic for many years. Yet, the proposed alignment, in particular the East part, is simply not appropriate. While we are about 3/4 mile from Pecos, we will affected very negatively by the freeway is build along Pecos: <div><div>1</div><div>(1) the crimes/thefts are likely to increase dramatically with the much increased access. Being the "largest dead end" of the world has limited the unintended/crime driven traffic making the entire area a pretty safe area.</div></div><div><div>2</div><div>(2) the traffic, especially of trucks, is likely to increase making the roads more congested and creating much danger for the schools many of which are close to Pecos</div></div><div><div>3</div><div>4</div><div>(3) the noise, etc. will likely generate further decreases in house prices already much depressed.</div></div> <div><div>5</div><div>When we came, in 1995, it was the perception that the East alignment would be somewhat South of Pecos on the reservation. That is a perfect solution, it takes care of the I-10 traffic issue while disconnecting (mostly) the freeway from the entire Foothills, Club West, Lakewood, Mountain Park Ranch communities. It is my understanding that the tribe does not support the construction of the freeway but as in many problems, incentives are key...</div></div></p>		INCOMING CALL/COMMENT DATE: 7/31/2013	INCOMING CALL/COMMENT TIME:	CALLER: Marc Mignolet	CALLER ADDRESS: 15822 South 13th Place Phoenix, AZ 85048	PHONE:	EMAIL: marc03@asu.edu
INCOMING CALL/COMMENT DATE: 7/31/2013	INCOMING CALL/COMMENT TIME:						
CALLER: Marc Mignolet	CALLER ADDRESS: 15822 South 13th Place Phoenix, AZ 85048						
PHONE:	EMAIL: marc03@asu.edu						

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	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	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	Property Values	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138–47; “Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor”). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
5	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>Milanovich<div>Document Created: 7/25/2013 1:48:36 AM by Web Comment Form</div><p>The Loop 202 South Mountain Freeway was envisioned decades ago, and included in plans approved by voters that built and expanded hundreds of miles of freeway across the Valley. While the South Mtn Fwy was lower on the priority level, other freeways were built or added capacity as part of a bigger plan. Without the reliever freeway, other communities will continue to suffer traffic tie-ups and bottlenecks. It's time to begin construction as soon as possible.</p><p>As we've seen, any crash on I-10 between the Broadway Curve and Chandler Boulevard quickly causes gridlock. Backups can quickly extend into Tempe, Mesa and Chandler. And when it's a bad one (like the deadly tanker truck fire at Chandler Blvd in 2011), there aren't many options. Neither Priest Drive nor 48th Street are really major thoroughfares North of Elliot. Because of that, even on a regular day, the I-10 is bumper-to-bumper most mornings. The wait to turn from Eastbound Elliot Road to Westbound I-10 can often take several cycles. A reliever freeway just South of Ahwatukee would funnel some traffic off of I-10, and during traffic events, would give drivers a much needed alternative.</p><p>That said, ADOT should look very closely at how they design and build this freeway. This is a one-time chance to create a new generation of freeway from scratch, with the best in safety and design standards. It should be a showcase for our state to be proud of, and for ADOT to win plenty of awards for.</p><p>At the Eastern end of the alignment, if the Pecos Road route is indeed the final decision, I strongly encourage ADOT to place the freeway below grade, like the US 60 and Loop 101 through Tempe. Because of the uniqueness of Ahwatukee, it would be best if the freeway not be seen, and dropping the lanes below grade would also help with noise pollution. Echoes from cars and trucks on I-10 already bounce off the mountain. An elevated or at-grade freeway would exasperate matters. Cross street overpasses should be placed at grade, and freeway lighting should use lower light standards where needed and practical. Many understand the concerns of those who live in the area. Lowering the freeway would be an acceptable way to address concerns about noise and property values.</p><p>At the Western end of the freeway, not connecting directly to the Loop 101/I-10 interchange is a recipe for disaster. With both the Cardinals and Coyotes playing in Glendale there will be many days (and especially nights) where you'll see folks in the East Valley jump on the South Mountain Freeway to get to the West side. But having to get off on I-10 and then go West to the Loop 101 would create new bottlenecks. Imagine what traffic on I-10 between the two freeways would look like for Monday Night Football? Or the Fiesta Bowl? The idea of this "reliever" freeway is to take traffic OFF of other freeways... especially Interstate 10. This would do the opposite. Anyone trying to use the freeway to bypass Phoenix traffic would still be caught in it, in a way defeating the purpose of the whole thing.</p><p>If the concern is about giving people access to Downtown Phoenix, then a suggestion would be consider extending the terminus of the SR 801/SR 30 project further East, looping it back to I-10 or to I-17 at the Durango Curve. That would be much better than dumping a bunch of traffic on I-10 halfway between the Loop 101 and I-17. The West side commute would become even more of a nightmare, and the next generation would have to expand I-10 to 16 lanes to fix it.</p></div>

Code	Issue	Response
1	Design	A depressed freeway option was evaluated in the Final Environmental Impact Statement and is described on pages 3-15 and 4-91. Although depressing the freeway would reduce noise levels, noise walls would still be needed to further reduce noise to meet the Arizona Department of Transportation noise policy. Whether the freeway is built aboveground with tall walls or belowground with shorter walls, the final mitigated noise levels would be nearly the same at nearby residences. The major disadvantage of building a depressed freeway would be the increased construction cost and the possible acquisition of additional right-of-way for pump stations and retention basins.
2	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Alternatives, W59 Alternative Versus W101 Alternative	

Code	Comment Document
	<p>Lastly, if for some unfortunate reason the final decision is “no build,” then I highly recommend cutting-off unrestricted access to the Loop 202 and I-10 at Pecos Road. Right now, drivers who use Pecos as their own personal freeway don’t even have to stop at a ramp meter before getting on either freeway. Of course they don’t want to see this freeway built. They’d have to share “their” road. There’s nowhere else in the Valley where anyone has such unrestricted access. If there were ramp meters on the fly-ramp to I-10, maybe the backup down to the US 60 each morning wouldn’t be as bad.</p> <p>Arguments by the GRIC about “destroying” the mountain are moot. There are already roads around the base of the mountain, parts cut away for homes and golf courses, and dozens of transmission towers at its summit. A freeway would not be any more intrusive, even if there was some blasting work done to create it.</p> <p>Complaints about potential pollution in the area (especially schools) are also hypocritical. Drivers who use Pecos add to the congestion on I-10, backing up traffic throughout Tempe, where several schools are located along the US 60. A reliever freeway may alleviate some of those backups, and improve quality of life in surrounding communities.</p> <p>Everyone knows ADOT needs to reconfigure the Broadway Curve. In order to do that, overpasses at 48th Street and Broadway Road will almost undoubtedly need to be torn down for future expansion of the I-10. The South Mountain Freeway should be built first. It will give drivers an alternative to get around what will likely be our own version of “Carmageddon.”</p> <p>I have lived in Tempe and now Ahwatukee for the better part of the last 20 years. When I first came here, I-10 was two lanes in each direction South/East of Baseline Road. The freeway plan that widened I-10 and allowed for the dramatic growth South of Baseline, is also the same plan that includes the South Mountain Freeway. No one’s saying we should go back to two lanes in each direction. No one’s calling for the demolition the access ramps from I-10 and Loop 202 to Pecos Road. And as such, no one should be saying “don’t build the freeway.”</p> <p>It’s time to turn the shovels and get to work!</p>

Code	Issue	Response

Code	Comment Document						
1	<p>SOUTH MOUNTAIN FREEWAY EMAIL OR INFORMATION LINE</p>						
	<table><tr><td>INCOMING CALL/COMMENT DATE:</td><td>INCOMING CALL/COMMENT TIME:</td></tr><tr><td>CALLER: James Morris</td><td>CALLER ADDRESS:</td></tr><tr><td>PHONE:</td><td>EMAIL: Morris.JR.CTR@orbital.com</td></tr></table>	INCOMING CALL/COMMENT DATE:	INCOMING CALL/COMMENT TIME:	CALLER: James Morris	CALLER ADDRESS:	PHONE:	EMAIL: Morris.JR.CTR@orbital.com
	INCOMING CALL/COMMENT DATE:	INCOMING CALL/COMMENT TIME:					
	CALLER: James Morris	CALLER ADDRESS:					
	PHONE:	EMAIL: Morris.JR.CTR@orbital.com					
<p>COMMENTS/REMARKS/QUESTIONS:</p>							
<p>PLEASE build the South Mountain 202 loop to: Relieve traffic pressure on the 101 and 202 junction plus the 10 North bound. Create AZ jobs Better connect the East and West valley.</p> <p>thanks,</p> <p>James Morris</p>							

Code	Issue	Response
1		Comment noted.

Code		Comment Document	
SOUTH MOUNTAIN FREEWAY EMAIL OR INFORMATION LINE			
INCOMING CALL/COMMENT DATE: 3/24/2014		INCOMING CALL/COMMENT TIME:	
CALLER: Mary Patton		CALLER ADDRESS: 8016 S. 69th Drive, Laveen, Arizona 85339	
PHONE: 480-251-178		EMAIL: M.Patton@elliottthomes.com	
COMMENTS REMARKS/QUESTIONS: <div> <div>1</div> <div> <p>Hi, would it be possible to request a packet of information along with a map regarding the 202 freeway and where it will be connecting to the I-10.</p> <p>Thank you,</p> </div> </div>			

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

Code		Comment Document	
SOUTH MOUNTAIN FREEWAY EMAIL OR INFORMATION LINE			
INCOMING CALL/COMMENT DATE:		INCOMING CALL/COMMENT TIME:	
CALLER: Jim Radzik		CALLER ADDRESS: Storage Equipment Systems SE Corner 59th Ave/Washington St.	
PHONE: 602-269-1188		EMAIL:	
COMMENTS REMARKS/QUESTIONS:			
<div>1</div>			

Code	Issue	Response
1		No comment noted.

Code	Comment Document
SOUTH MOUNTAIN FREEWAY EMAIL OR INFORMATION LINE	
INCOMING CALL/COMMENT DATE:	INCOMING CALL/COMMENT TIME:
CALLER: Donna Snow	CALLER ADDRESS:
PHONE:	EMAIL: carart617@hotmail.com
COMMENTER REMARKS/QUESTIONS: <p>Hello,</p> <p>I live in Laveen and I've been reviewing the information on the proposed Loop 202 South Mountain Freeway on the ADOT website. I have some questions about the information that was presented in the video about this project.</p> <p>The video states sound walls will be constructed to reduce noise. Assuming the preferred W59 alternative is adopted, where in Laveen would these walls be placed? Will the adjacent surface streets (such as Dobbins, Baseline and Broadway) be redone with rubberized asphalt? I live in Laveen Meadows (which is located near 67th Avenue and Baseline) and I currently experience significant traffic noise from Baseline even though my house is not next to Baseline. (My house is closer to the Laveen conveyance channel than it is to Baseline.) Since I currently hear considerable traffic noise during the morning rush hour and I would expect this freeway to generate even more traffic I would hope that using rubberized asphalts on these major streets is being planned to help mitigate some of these noise.</p> <p>Will any of the houses in Laveen be acquired by the City and if so, can you tell me approximately where these houses are located? I am very concerned about the impact of this project to the value of my home. I realize having convenient access to freeways is considered a "plus" but I also know that a home that is close to a highway where there is significant highway noise is not desirable.</p>	

Code	Issue	Response
1	Noise	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p> <p>Potential barrier locations are shown on Figures 4-26 through 4-29 beginning on page 4-90 of the Final Environmental Impact Statement.</p>
2	Noise	<p>Surface replacement of arterial streets is the responsibility of the local jurisdiction, such as the City of Phoenix. Rubberized asphalt will be applied to the freeway pavement.</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> <p>Aerial maps showing the proposed freeway (W59 and E1 Alternatives) are accessible through the project Web site, <azdot.gov/southmountainfreeway>.</p>
4	Property Values	<p>A review of the literature reveals few detailed and comprehensive analyses of the relationship between the built environment 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>

Code	Comment Document
5	<p>The video also mentioned the Dobbins Road interchange was planned for a possible future connection with State Road 30. Can you please elaborate on this? I was unable to locate any information online about SR 30 in relation to the Loop 202 South Mountain Freeway (I did find information about the 303 and SR 30) so any information you can provide on this additional project would be greatly appreciated.</p> <p>Thank you in advance for your response.</p> <p>Sincerely,</p> <p>Donna Snow</p>

Code	Issue	Response
5	Design	The reference in the video was to State Route (SR) 30. The State Route 30 alignment is currently under study by the Arizona Department of Transportation.

Code		Comment Document	
SOUTH MOUNTAIN FREEWAY EMAIL OR INFORMATION LINE			
INCOMING CALL/COMMENT DATE:		INCOMING CALL/COMMENT TIME:	
CALLER: Jim St. Leger		CALLER ADDRESS:	
PHONE: 602.300.8873		EMAIL: jim.st.leger@intel.com	
COMMENTS/REMARKS/QUESTIONS: <div> <div>1</div> <p>Can you please help me understand how you can be working on the Loop 202 South Mountain Freeway when this still seems to be an unapproved project?Phoenix Area Projects for 2014 Loop 202 South Mountain Freeway Can you please provide some specifics on what work exactly AZ DOT will be doing on this project in 2014?Regards,Jim St. Leger 602.300.8873</p> </div>			

Code	Issue	Response
1	Public Involvement	The schedule for the next steps includes publishing the Final Environmental Impact Statement in 2014. A 60-day public review period will be provided. Then a record of decision would be published. If a build option is selected, construction could begin as early as 2015. Right-of-way acquisition would begin after a record of decision.

Code	Comment Document
	<p>Szarka</p> <p>Document Created: 7/25/2013 2:14:06 PM by Web Comment Form</p> <p>PMPC is steadfastly opposed to any alignment of the Loop 202 South Mountain Freeway that allows for trespass onto the Mountain Preserve or for any excavation into the South Mountain what so ever. These mountain preserves ensures a lifestyle that 80% of Arizona voters consistently support. The mountain preserves are unique and are for people and wildlife, not for vehicle trespass. PMPC does not agree with many of the DEIS assumptions finding them objectionable and deficient in the following analysis areas.</p> <p>Unexceptable Pre-Decisional Actions: ADOT has made some pre-decisional actions with the purchase of property before the Draft Environmental Impact Statement (DEIS) was released. Phoenix Mountains Preservation Council (PMPC) questions the legality of this action and the entire DEIS when it appears ADOT has already made considerable financial investment to establish the alignment for the South Mountain Freeway rather than follow the prescribed process.</p> <p>Dismal Wildlife Connectivity: The DEIS does not meet the minimal requirements for coordination and analysis of wildlife resources. The Arizona Game and Fish Department was consulted in 2009 during scoping. The current connection to the Estrella Mountains allows for passage of mule deer, javelina, bobcat, and mountain lion. There is no evidence of further efforts to ascertain wildlife connectivity needs or possible mitigation. The Sonoran desert tortoise provides additional evidence of inadequate cumulative analysis given its status as a U.S. Fish & Wildlife Service's candidate species. The mountain ridge area slated for demolition meets the definition for the tortoise's habitat.</p> <p>Unreasonable Taking of Mountain Preservation Lands: The DEIS states in Figure 5-7 Public Parkland the avoidance of taking over 30 acres of the Preserve is "not prudent and feasible". The taking of this mountainside will destroy important archeological, spiritual, cultural and recreational sites with no realistic or reasonable mitigation possible in the study. The study failed to recognize and address new two trails, Gila and Bursera Trails, created in the southwest end of the Preserve in 2010.</p> <p>Outdated Data Projections Used: The DEIS is based on outdated data projections that are now six to eight years old. The analysis does not acknowledge the impact the major economic downturn had and it brings into question the validity of projected growth levels put forth in the DEIS. In all the alternative studies, the DEIS does not provide one alternative analysis to the demolition of the southwest ridges of South Mountain. Furthermore, nowhere in this study is there an assessment of hazardous material truck traffic nor any mention of managing this truck traffic and the consequences of a serious hazard waste incident.</p> <p>Over 3 million visitors come to South Mountain Park/Preserve annually, according to City of Phoenix statistics. Destroying any part of the mountain to align a high-capacity freeway will only have a negative impact on tourism and the many unique resources the park offers. We urge ADOT to stop providing studies that do not accurately or thoroughly address the impact this freeway has on South Mountain. It's time to stop the \$20 million and more in wasted tax payer's money to study the environmental impact and design for an alignment that no longer makes sense.</p>

Code	Issue	Response
1	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Right-of-way	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.
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	Cultural Resources	
5	Section 4(f) and Section 6(f)	South Mountain's newest trails are the Bursera and Pyramid Trails (see Final Environmental Impact Statement page 5-8). The E1 Alternative is approximately 1 mile south of the Pyramid Trail and even farther from the Bursera Trail; thus, it would not affect either trail. The trails have walk-in access from Chandler Boulevard and 19th Avenue, with on-street parking. This walk-in access would be north of and adjacent to the planned extension of Chandler Boulevard and, thus, would not be directly affected. The walk-in access point and the part of the Pyramid Trail at the access point are located adjacent to a residential neighborhood and the City of Phoenix's planned Chandler Boulevard Extension. These trails are typically used for high-intensity recreational activities such as running, hiking, and biking, not noise- or viewshed-sensitive activities. All proposed action alternatives would span existing and proposed trails to avoid impacts. However, during construction (if an action alternative were selected), trails that would be spanned or would be near potential freeway construction would be closed for limited times for safety reasons. Closures would necessitate that trail users detour around construction sites to rejoin the trails farther along their length. According to Phoenix South Mountain Park/ Preserve rangers, the Gila Trail—although well-defined—is not a designated trail within the park. That said, the Gila Trail would not be affected by the proposed freeway or by the Chandler Boulevard Extension. The Final Environmental Impact Statement Appendix page A665 contains information directly from the Phoenix General Plan and early coordination with the City of Phoenix Parks Department. The trails in the preserve are exceptions to this statement and were always meant as such. The trails within 1/4 mile of the proposed alternatives were treated separately, as in the case of the Maricopa County Regional Trails System. Should an alternative be selected, the Arizona Department of Transportation and Federal Highway Administration would work closely with the City of Phoenix during final design to ensure the connectivity of trails is maintained, whether they are eligible as Section 4(f) resources or not.
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	Hazardous Materials	

Code	Comment Document
	<div>Thompson</div> <div>Document Created: 7/25/2013 12:10:46 AM by Web Comment Form</div> <div><div>1</div><div>I am satisfied with the alignment as proposed. It will provide a much needed, unhindered travel path through South Phoenix, Laveen, and connect both ends of the I-10.</div></div> <div>I know that this draft is to discuss the alignment and environmental impacts. I also want to voice my concern that this freeway not be an ugly scar across the lands, without any consideration of art or plant beautification along the way. For example, I don't want it to look anything like the ugly brown ditch we call the I-17. Freeways in the East Valley and the more recent extensions have been given some consideration as to the overall look presented to those traveling on the freeway,. The same consideration needs to be given to this project, as it will be one of the first impressions visitors traveling through the area will see. Local travelers should also consider this a source of pride, not just another eyesore in the South Phoenix corridor.</div>

Code	Issue	Response
1	Visual Resources	The proposed freeway would include aesthetic treatments similar to the other loop freeways in the region (see page 4-171 in the Final Environmental Impact Statement).

Code	Comment Document
SOUTH MOUNTAIN FREEWAY EMAIL OR INFORMATION LINE	
INCOMING CALL/COMMENT DATE: 7-25-13	INCOMING CALL/COMMENT TIME:
CALLER: SHARI TUCKER-GASSER	CALLER ADDRESS: 3619 E. WINDSONG DR PHOENIX, AZ 85048
PHONE:	EMAIL: tuckers@svn.com
<div style="display: flex; align-items: flex-start;"> <div style="margin-right: 10px;"> <div style="border: 1px solid black; border-radius: 50%; width: 30px; height: 30px; display: flex; align-items: center; justify-content: center; margin-bottom: 5px;">1</div> <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: 5px;">2</div> <div style="border: 1px solid black; border-radius: 50%; width: 30px; height: 30px; display: flex; align-items: center; justify-content: center; margin-right: 5px;">3</div> <div style="border: 1px solid black; border-radius: 50%; width: 30px; height: 30px; display: flex; align-items: center; justify-content: center;">4</div> </div> </div> <div> <p>COMMENTS/REMARKS/QUESTIONS:</p> <p>Very concerned about how the SMF will affect the wells along Pecos that supply water to the Lakewood lakes and landscaping.</p> <p>The close proximity to homes and schools and the ability to evacuate 85,000 people should there be a major chemical spill. Also concerned about blasting through sacred South Mountain. (The hiking trails will no longer be used because no one wants to exercise in a smog infested area.</p> </div> </div>	

Code	Issue	Response
1	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.)
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	Cultural Resources	
4	Air Quality	

Code		Comment Document	
SOUTH MOUNTAIN FREEWAY EMAIL OR INFORMATION LINE			
INCOMING CALL/COMMENT DATE: 9/8/2013		INCOMING CALL/COMMENT TIME:	
CALLER: Linda Waring		CALLER ADDRESS:	
PHONE:		EMAIL: lwaring2728@gmail.com	
COMMENTS REMARKS/QUESTIONS: I live in Laveen. We need to get this highway project started.			

Code	Issue	Response
1		Comment noted.

Code		Comment Document	
SOUTH MOUNTAIN FREEWAY HOTLINE			
INCOMING CALL/COMMENT DATE: 7/31/13		INCOMING CALL/COMMENT TIME:	
CALLER:		CALLER ADDRESS:	
PHONE:		EMAIL:	
COMMENTER REMARKS/QUESTIONS:			
Can you send me some information on the freeway? "CLICK ...HUNG UP"			

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

